

The Grain Trade's Market Place

The "Wanted—For Sale" pages of Grain Dealers Journal have for 25 years been used by the grain trade for the quick and satisfactory exchange of grain elevators.

Reaching, as it does, the great buying power of the progressive grain dealers of America, the Journal is in advantageous position to bring buyer and seller together at a minimum cost. The Journal has long been the grain trade's accepted medium for "Wanted—For Sale" ads.

A Kansas grain dealer who advertised his elevator for sale at a stipulated price on these pages of the Journal received so many inquiries from prospective buyers he decided to keep it.

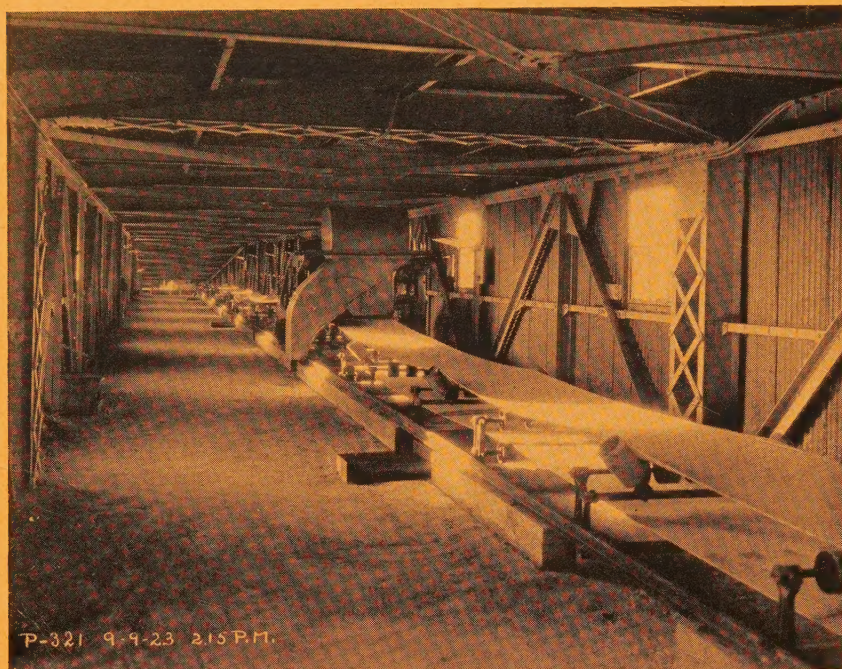
THE NEW CROP is but a few months away, most of the old has been marketed so right now is the most opportune time to place your elevator on the market. If you are in the market for an elevator start now to let the trade know what you prefer. Send us the facts and we will prepare the copy.

The utmost secrecy is maintained, replies are sent to us and we immediately forward them to you in a fresh envelope.

The cost is but 25c per type line each insertion.

Address The Want Ad Man,
Grain Dealers Journal,
309 S. LaSalle St., Chicago, Ill.





Hyatt equipped conveyor built by The Weller Manufacturing Company, Chicago, Illinois, in the grain storage and handling system of The Grand Trunk Railroad at Portland, Maine.

Selected On Demonstrated Merit

Hyatt equipped conveyors were chosen for the Grand Trunk Railroad installation because of the highly satisfactory records made by other Hyatt bearing systems built by the Weller Manufacturing Company.

Some of the money-saving and trouble-eliminating advantages offered by Hyatt equipped conveyor systems are as follows:

Power saving—Reduction of 20% to 50% in the power required to start and run the conveyer, due to decreased friction in the idler pulleys.

Lower lubrication costs—80% savings in lubricant and lubricating labor due to oiling intervals of three to four months.

Durability—Longer belt and machinery life due to lower tension resulting from reduced horse power pull.

Dependability—Uninterrupted operation through absence of sticking pulleys.

Safety—Elimination of dust explosion hazard from overheated bearings.

The details of these and many other advantages of Hyatt equipped conveyors will be furnished on request by our engineers.

HYATT ROLLER BEARING COMPANY
NEWARK DETROIT CHICAGO SAN FRANCISCO
WORCESTER MILWAUKEE HUNTINGTON MINNEAPOLIS
PHILADELPHIA CLEVELAND PITTSBURGH
BUFFALO INDIANAPOLIS

Directory of the Grain Trade

In Organized Markets Only Members of the Local Grain Exchange Will Be Listed

HAVING YOUR name in this directory will introduce you to many old and new firms during the year, whom you do not know or could not meet in any other way. Many new concerns are looking for connections, seeking an outlet or an inlet, possibly in your territory. It is certain that they turn to this recognized Directory, and act upon the suggestions it gives them.

ATCHISON, KANS.

Blair Elevator Corp., The, grain merchants.*

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Haym & Co., M. H., wholesale brokers, grain, hay.*

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Dennis & Co., grain merchants.*
Gill & Fisher, receivers and shippers.*
Hammond, Snyder & Co., Inc., receivers, exporters.*
Hax & Co., G. A., grain, hay, seeds.*
Lederer Bros., grain receivers.*
Robinson & Jackson, grain commission merchants.*
Steen & Bro., E., grain receivers and exporters.*

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BUFFALO, N. Y.

Corn Exchange Members.

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Burns Bros. Grain Corp., grain commission.*
Davis, Inc., A. C., grain.*
Globe Elevator Co., receivers & shippers.
Great Lakes Grain Co., Inc., receiving & forwarding.
Harold, A. W., grain, barley a specialty.
McKillop, Inc., J. G., receivers and shippers.*
Pratt & Co., receivers, shippers of grain.*
Ratcliffe, S. M., commission merchant.*
Seymour-Wood Grain Co., consignments.*
Sunset Grain & Feed Co., grain & feed.*
Tayntor & Shaw, receivers & shippers.
Townsend Ward Co., The, consignments.*
Watkins Grain Co., grain commission.

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Board of Trade Members.

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Hastings Co., Samuel, receivers & shippers.*
Hastings-Stout Co., grain merchants.*
Lynch Grain Co., grain dealers.*
Thistlewood & Co., grain and hay.*

CEDAR RAPIDS, IOWA.

King Wilder Grain Co., grain shippers.*
Murrel Grain Co., Ray, recvrs. and shprs.*
Piper Grain & Mfg. Co., receivers and shippers.*

CHICAGO, ILL.

Board of Trade Members.

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Badenoch Co., J. J., grains, millfeeds, concentrates.*
Bailey & Co., E. W., grain commission merchants.*
Bartlett-Frazier Co., grain merchants.*
Brennan & Co., John E., grain commission merchants.*
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Harris, Winthrop & Co., grain commission.*
Hitch & Carder, commission merchants.*
Holt & Co., Lowell, commission, grain and seeds.
Lamson Bros. & Co., consignments solicited.*
McKenna & Dickey, commission merchants.*
Nash-Wright Grain Co., commission merchants.
Norris Grain Co., grain merchants.*
Pope & Eckhardt Co., grain and seeds.*
Rang & Co., Henry, grain merchants.*
Rosenbaum Brothers, grain merchants.*
Rosenbaum Grain Corp., commission merchants.*
Rothschild Co., D., receivers and shippers.*
Rumsey & Co., grain commission.*
Schiffin & Co., P. H., commission.*
Shaffer Grain Co., J. C., grain merchants.*
*Member Grain Dealers National Association.

CHICAGO, ILL. (Continued).

Somers, Jones & Co., grain and field seeds.
Udike Grain Co., consignments.*

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Grain & Hay Exchange Members.
Blumenthal, Max, commission merchants.
Cleveland Grain & Mfg. Co., grain merchants.*
DeMolet Grain Co., receivers & shippers.
Early & Daniel Co., grain, hay, feed.*
Schoell Grain Co., receivers & shippers.*

CIRCLEVILLE, O.

Cook, Wade H., grain, hay and grain products.*

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Grain & Hay Exchange Members.
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Sheets Elevator Co., The, grain, hay, straw.*
Shepard, Clark & Co., grain merchants.*

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Smith-Sayles Grain Co., The, buyers and shippers.*

DALLAS, TEX.

Watson Co., H. H., grain, millfeed, hay.

DAVENPORT, IA.

Davenport Elevator Co., receivers and shippers.*

DECATUR, ILL.

Baldwin & Co., H. I., grain dealers.*
Harrison, Ward & Co., Grain Belt Elevator.*

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Grain Exchange Members.
Ady & Crowe Merc. Co., The, grain and hay.*
Conley-Ross Grain Co., The, grain and beans.*
Denver Elevator, wholesale grain, flour, millfeed.
Houston Grain Co., wholesale grain.*
Kellogg Grain Co., O. M., receivers and shippers.
McCaull-Dinsmore Co., wholesaler and commission.*
PHELPS Grain Co., T. D., wholesale grain.*
Rocky Mountain Grain Co., export and domestic grain.*
Summit Grain Co., wheat, corn, oats, rye, barley.*

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Board of Trade Members.

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Lockwood, Lee, broker.
Lake Grain Co., J. C., buyers, sellers all grains.

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Dumont-Roberts & Co., receivers & shippers.*
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Lichtenberg & Son, oats, corn, hay, straw.*
Simmons & Co., F. J., grain and hay.*
Swift Grain Co., consign or ask for bid.*

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Dorsey Grain Co., merchants—commission consignments.*
Moore-Seaver Gr. Co., recvrs., shprs., consignments.*
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Rosenbaum Grain Corp., grain merchants.*
Transit Grain & Com. Co., consignments, brokerage.*
Universal Mills, "Superior" Feeds.*

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Koehler-Twisdale Elevator Co., grain dealers.*

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Merchants Grocery Co., whlse. grocers, grain fd., fr.

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Rothschild Co., S., grain, c/s products, rice, b/p.*

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Boyd Grain Co., Bert A., strictly brokerage & com.*
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Hart-Maibucher Co., grain merchants.*
Hayward-Rich Grain Co., grain commission.*
Kinney Grain Co., H. E., recvrs. & shippers.*
National Elevator Co., grain merchants. & comm.*
Menzie Grain & Bkg. Co., Carl D., grain merchants.*
Montgomery & Tompkins, receivers & shippers.
Shotwell & Co., Chas. A., grain and scales.
Steinhart Grain Co., commission and brokerage.*
Witt, Frank A., grain commission and brokerage.*

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Bruce Bros. Grain Co., consignments.
Christopher & Co., B. C., kafir, feterita, milo.*
Davis Grain Co., A. C., grain commission.
Davis-Noland-Merrill Grain Co., grain merchants.*
Denton Hart Grain Co., consignments.*
Ernst Davis Grain Co., commissions.
Lichtig & Co., H., kafir, milo, screenings.
Logan Bros. Grain Co., receivers and shippers.*
Miller Grain Co., S. H., consignments.
Moore-Seaver Grain Co., grain receivers.*
Norris Grain Co., grain merchants and exporters.*
Rocky Mt. Grain & Com. Co., consignments.*
Soulard Bishop Grain Co., receivers and shippers.*
Shannon Grain Co., consignments.
Simonds, Shields, Lonsdale Grain Co., grain.*
Thresher Grain Co., R. J., grain commission.*
Western Grain Co., Inc., receivers and shippers.*
Wilser Grain Co., consignments.*

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Grain Exchange Members.

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Gordy Co., C. L., grain brok., hay, grain & Mill feed.

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Callahan & Sons, receivers and shippers of grain.*
Kentucky Public Elevator Co., storers and shippers.*
Zorn & Co., S., receivers and shippers.*

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McKINNEY, TEX.

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MEMPHIS, TENN.

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Buxton, E. E., broker & commission merchant.*
U. S. Feed Co., grain, hay, mill feed.*

MIDDLETOWN, CONN.

Meech & Stoddard, Inc., grain, feed, hay, flour.*
(Continued on next page.)

Directory of the Grain Trade

In Organized Markets Only Members of the Local Grain Exchange Will Be Listed

MILWAUKEE, WIS.

Chamber of Commerce Members.
 Franke Grain Co., The, grain and feed.
 Froedtert Grain & Malting Co., recvrs. and shippers.*
 Kamm Co., P. C., grain shippers.*
 LaBude Feed & Grain Co., grain, feed, hay.*
 Milwaukee Grain Com. Co., recvrs. grain and seed.

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 Cereal Grading Co., grain merchants.*
 Davies Co., F. M., grain commission.*
 Hiawatha Grain Co., grain merchants.*
 Itasca Elevator Co., grain merchants.*
 Malmquist & Co., C. A., receivers & shippers.*
 Marshall Grain Co., grain commission.*
 Poehler, Wm. A., grain merchant.
 Sheffield Elevator Co., shippers of grain.*
 Stuhler-Seidl, shippers grain & feed.
 Van Dusen-Harrington Co., grain merchants.*
 Zimmerman, Otto A., grain and feed.*

NASHVILLE, TENN.

McKay-Reece Co., wholesale seeds & grain.

NEW CASTLE, PA.

Hamilton Co., grain, feed, flour, hay, buckwheat.

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 Therrien, A. F., broker.

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 Marshall Grain Co., grain, feed, seeds.*
 Stinnett Grain Co., grain merchants.*
 Vandenberg, Jesse, milling wheat.

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OMAHA, NEBR. (Continued).

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 Trans-Mississippi Grain Co., receivers and shippers.*
 United Grain Co., commission and brokerage.*
 Urdike Grain Co., milling wheat.*

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 Feltman Grain Co., C. H., grain commission.*
 Harrison, Ward & Co., receivers & shippers.*
 Luke Grain Co., grain commission.*
 McFadden & Co., C. C., grain commission.*
 Miles, P. B. & C. C., grain commission.*
 Turner Hudnut Co., receivers and shippers.*
 Tyng Grain Company, receivers and shippers.*

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 Richardson, Geo. M., grain and feeds.*
 Stites, A. Judson, grain and millfeed.*

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 Hardman & Daker, grain, hay, millfeed.*
 Harper Grain Co., corn a specialty.*
 McCague, Ltd., R. S., grain, hay.*
 Rogers & Co., Geo. E., grain and hay.*
 Stewart & Co., Jesse C., grain and mill feed.*
 Walton Co., Samuel, grain and hay.*

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Balbach, Paul A., grain buyer, all markets.

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ROCHESTER, N. Y.

Dailey Bros., Inc., receivers and shippers.*

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 Button-Simmons Grain Co., grain commission.*
 Gordon Grain Co., grain commission.*

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King, Douglas W., wheat, corn-brok., Texas R. Oats.*

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 Hall Grain Co., Marshall, grain merchants.*
 Langenberg Bros. Grain Co., grain commission.*
 Martin & Knowlton Grain Co., grain merchants.*
 Morton & Co., grain commission.*
 Nanson Commission Co., grain commission.*
 Picker & Beardsley Com. Co., grain and grass seed.*
 Turner Grain Co., grain commission.*
 Von Rump Grain Co., grain merchants.*

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 Western Terminal Elevator Co., receivers and shippers.*

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Bossemeyer Bros. Terminal Elevator.*

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 King & Co., C. A., grain and seeds.*
 Southworth & Co., grain and seeds.*
 Wickenhiser & Co., John, grain receivers, shippers.*
 Zahm & Co., J. F., grain and seeds.*

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Derby Grain Co., wheat, corn, oats, and millfeed.*

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Board of Trade Members.

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 Smith McLinden Grain Co., wheat, corn, kafir, millfeed.

WICHITA FALLS, TEX.

Mytinger Mfg. & Grain Co., grain, feed, seeds.*

WINCHESTER, IND.

Goodrich Bros. Hay & Grain Co., Whlrs. gr. and seeds.*

* Member Grain Dealers National Association.

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Grain shippers who are anxious to get the most from their grain will find it to their advantage to investigate the merits of the Denver market. After a thorough investigation it is a known fact that it will receive your shipments. Any of the Grain Exchange members listed below will be glad to give you any information you may desire. Better still—ship at least one car to any of them and be convinced.

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Receivers and shippers of all kinds of grain.
 Offices and elevator, 19th and Navajo Sts. P. O. Box 805.

O. M. Kellogg Grain Co.

Receivers and shippers of all kinds of grain.

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Wholesale Grain and Beans.

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Grain Merchants—Export and Domestic.

Houlton Grain Company

Wholesale Grain—Get in touch with us.

The Conley-Ross Grain Co.

Wholesale Grain.

The Ady & Crowe Mercantile Co.

Grain, Hay, Beans.

Denver Elevator

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 We operate 30 elevators in eastern Colorado.

Note: All grain bought by members of the Denver Grain Exchange which is graded at Denver and which does not come up to contract grade is discontinued by three disinterested members of the Exchange when dockage is not provided for in the contract.

By mentioning the Grain Dealers Journal of Chicago when writing its advertisers you help it to more efficient work in improving grain trade conditions.

BUFFALO

is, geographically and from a railroad point of view, the natural destination of shipments of grain from Ohio, Indiana and Eastern Illinois.

All Western Roads converge here, either directly, or through their connections.

All Eastern Roads are available, through Eastern trunk lines and connections.

Its weighing and inspection departments are unexcelled for promptness and efficiency.

Its elevator facilities are vastly superior to those of any market east of Chicago.

All things considered, its charges of all kinds are as low as the lowest, and as good as the best.

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Consignments

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Receivers and Shippers

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DULUTH

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The Rookery, Chicago

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CARHART CODE HARWOOD CO.**Grain Commission**

Board of Trade

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CONSIGNMENTS SOLICITED

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Commission MerchantsReceivers and Shippers of
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and can make prompt delivery.

Universal Grain Code, board cover...\$1.50
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 Robinson's Cipher Code, leather..... 2.25
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 Baltimore, Export Cable Code.....15.00
 Bentley's Complete Phrase Code..... 15.00
 Companion Cable Code..... 5.00
 Miller's Code (1917)..... 2.00
 Cross Telegraphic Cipher Code..... 2.00

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GRAIN DEALERS JOURNAL

309 So. La Salle St. Chicago, Ill.

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Dealers in**SALVAGE GRAIN**
GRAIN, FEEDS, Etc.

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of Chicago

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Tel. Wabash 6584

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NOT LATER—BUT TODAY
Especially Consignments
GRAINS ALL WAYS
McKENNA & DICKEY
60 Board of Trade, Chicago

ARMOUR GRAIN COMPANY
GRAIN MERCHANTS

Manufacturers of
ARMOUR'S STOCK AND DAIRY FEEDS AND CEREAL PRODUCTS
208 So. La Salle Street, Chicago, Ill.

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KANSAS CITY

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Members

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Consignments
and Futures
44 Years

B. C. Christopher & Co.

KANSAS CITY, MO.

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Feterita, Milo
Maize, Mill Feed

Davis-Noland-Merrill Grain Co.

operating Terminal Elevator

Capacity 2,500,000 bushels—Superior service to millers and grain dealers

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N. F. NOLAND Vice-President

HAROLD A. MERRILL, Treasurer

M. GUNDELFINGER, Secretary

SHANNON GRAIN COMPANY
CONSIGNMENTS

201-2 Board of Trade KANSAS CITY, MO.

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Kansas City Missouri

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OATS . BARLEY
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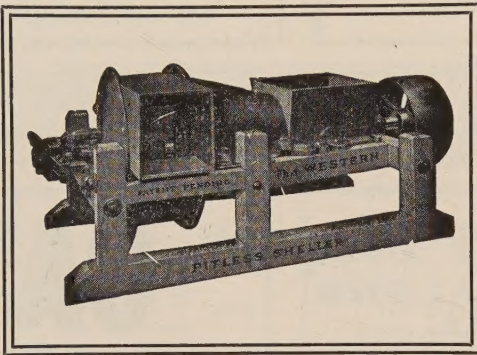
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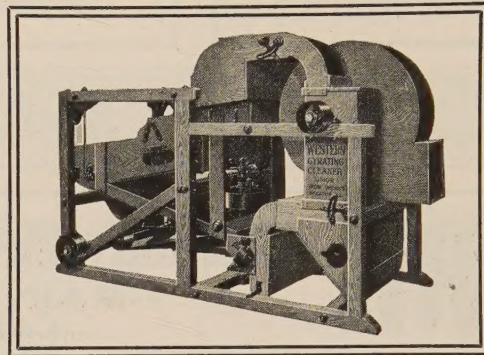
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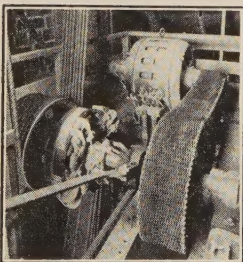


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YOU are given just one opportunity for deciding whether your construction work shall or shall not be impervious to water *for all time.*

This time is exactly when the first materials go into the mix. If you don't add Medusa Integral Waterproofing Compound (either powder or paste) then, you will never have another chance.

Concrete is by nature water-absorbent. The countless

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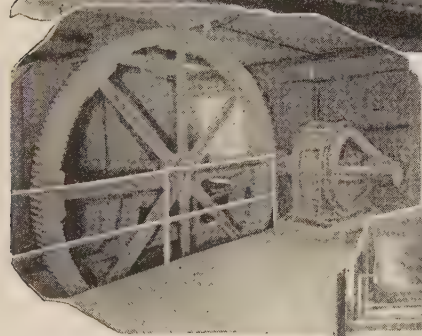
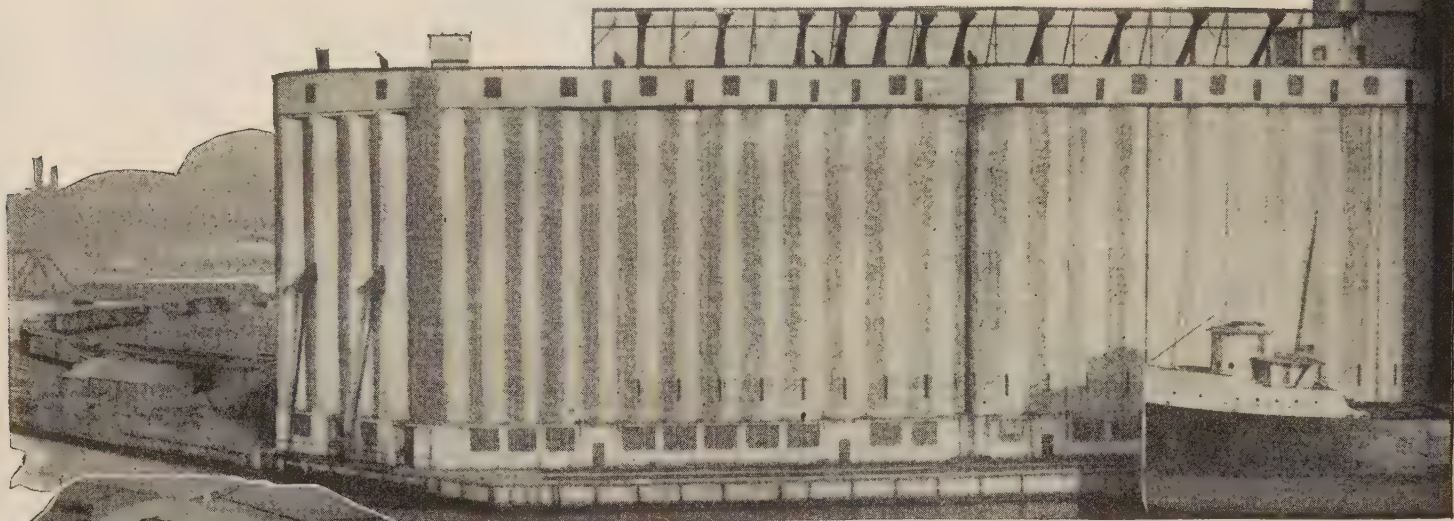
MEDUSA

WATERPROOFING

‘ ‘ ‘ Powder or Paste ‘ ‘ ‘



—and in this Buffalo elevator



One of three installations of a G-E Motor gear-driving head pulley of shipping leg—elevating 14,000 bushels per hour



Two of four G-E Motors direct-connected to head pulleys of receiving and shipping legs—handling 12,000 bushels per hour

For Maximum Service

How much depends on the satisfactory performance of the equipment in a modern terminal elevator? Consider the cost of a let-down in the operating efficiency at a critical period during the grain handling season. Does not this consideration urge the use of reliable motors?

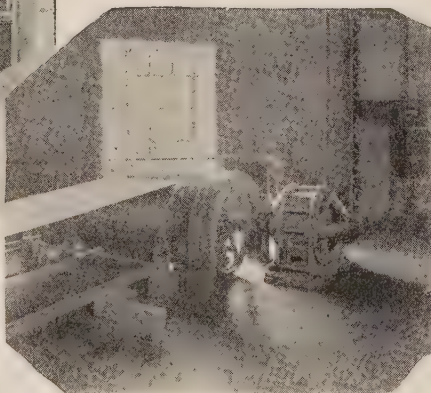
The successful motor drive of its equipment is the keystone of activities at Concrete-Central, which has a capacity of 4,500,000 bushels.

G-E Motors drive car pullers—car shovels—belt conveyors—receiving and shipping legs—clippers—drier fans—blowers.

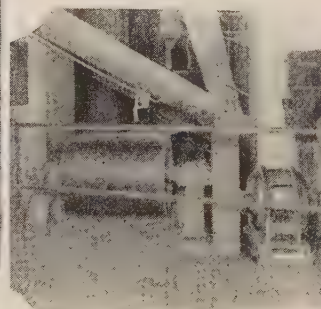
That the successful operation of other big modern grain elevators in the United States and Canada is



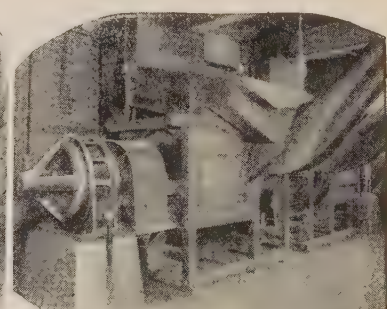
Two of seven G-E Hand Starting Compensators which control seven G-E Motors driving head pulleys of receiving and shipping legs



One of four G-E Motors direct driving 42" belt conveyors on bin floor. Each belt conveys 22,000 bushels per hour



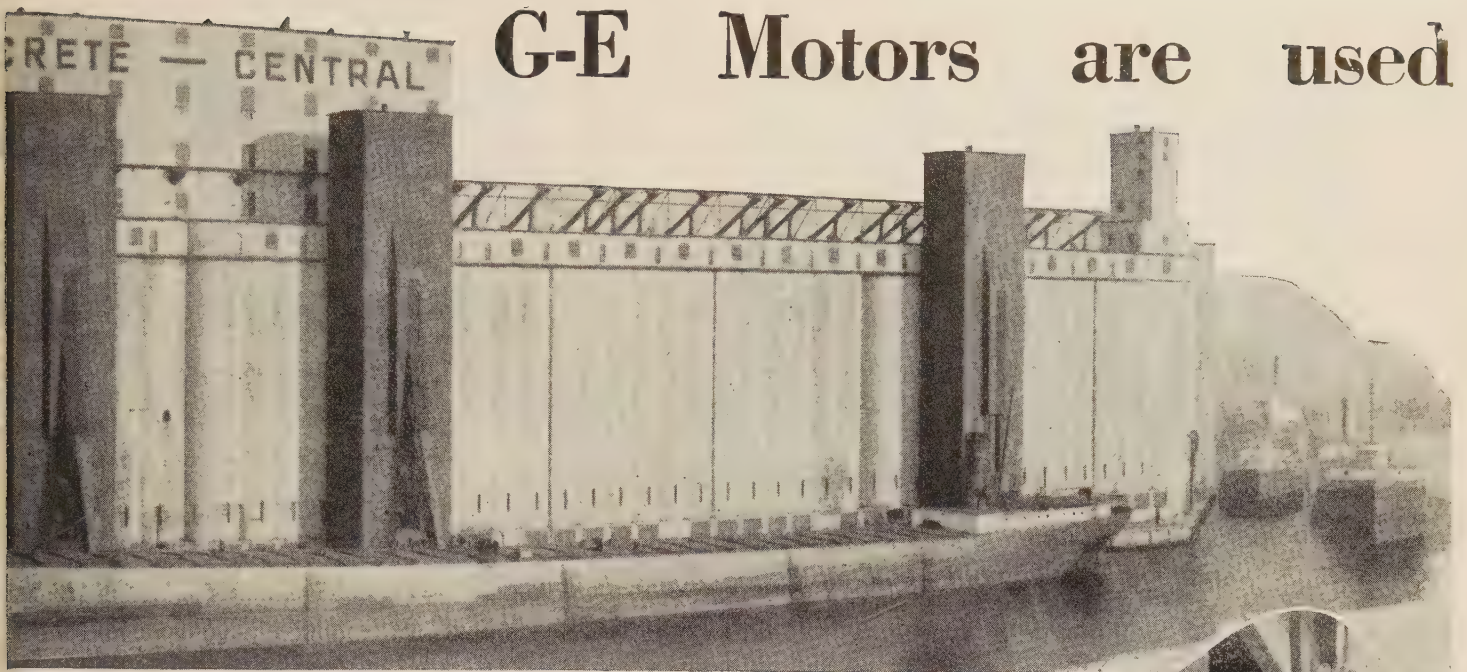
G-E Motor driving 32" belt conveyor in basement of workhouse. This is one of eight similar installations



Two G-E Motors each direct-connected to oat clippers



GENERAL



G-E Motors are used

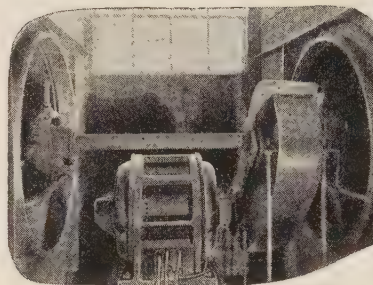
Specify G-E Motor Drive

also linked with G-E Motors, evidences the opinion of reliable elevator builders toward G-E equipment.

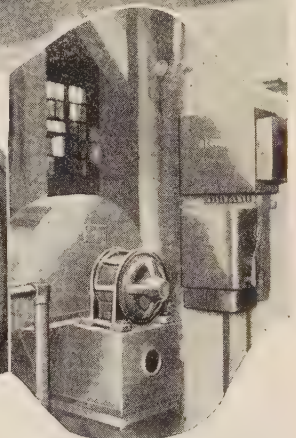
To all designers, builders and operators of grain handling plants the installations of G-E Motors throughout this terminal elevator have definite significance—DEPENDABILITY.

The General Electric Company offers the abilities of its engineers and the facilities of its factories in the successful working-out of the motor and complete electrical requirements for grain elevators.

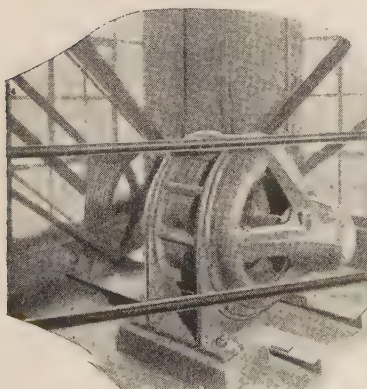
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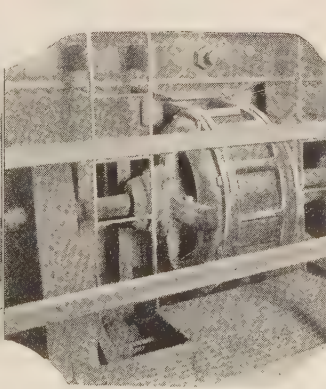
One of two G-E Motors, each of which drives two fans for hot and cold air in kiln. 500 bushels are dried every 20 minutes



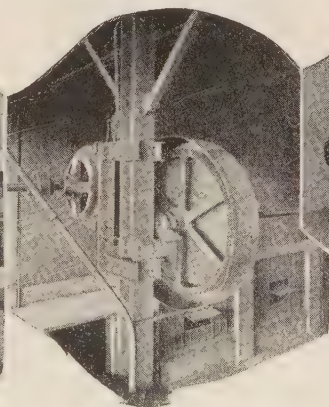
G-E Motor operating tunnel blower in basement of workhouse



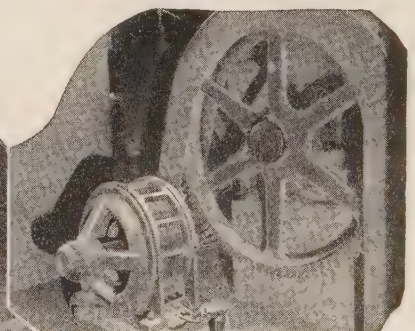
G-E Motor driving moving mechanism of marine leg, which includes leg pusher, leg hoist, tower mover



G-E Motor driving head pulley of marine leg—handling 25,000 bushels per hour



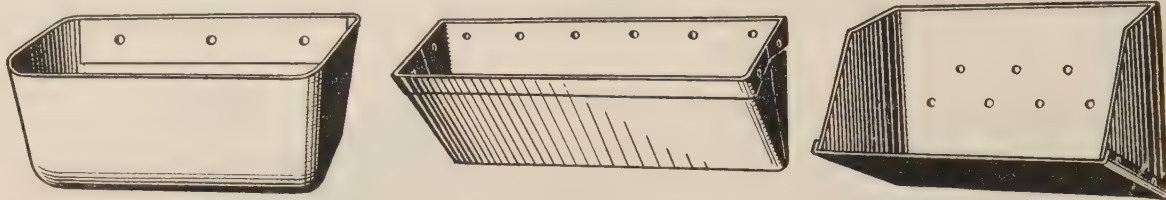
G-E Motor geared to shaft operating car unloading shovels. This is one of three similar installations—each motor operating two shovels. Operating but two units, over 100 cars a day have been unloaded



G-E Motor geared to car puller machinery. One of two installations, each of which pulls on 3 tracks



ELECTRIC



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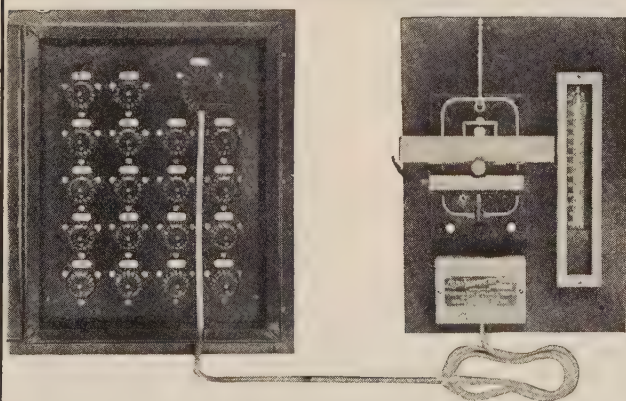
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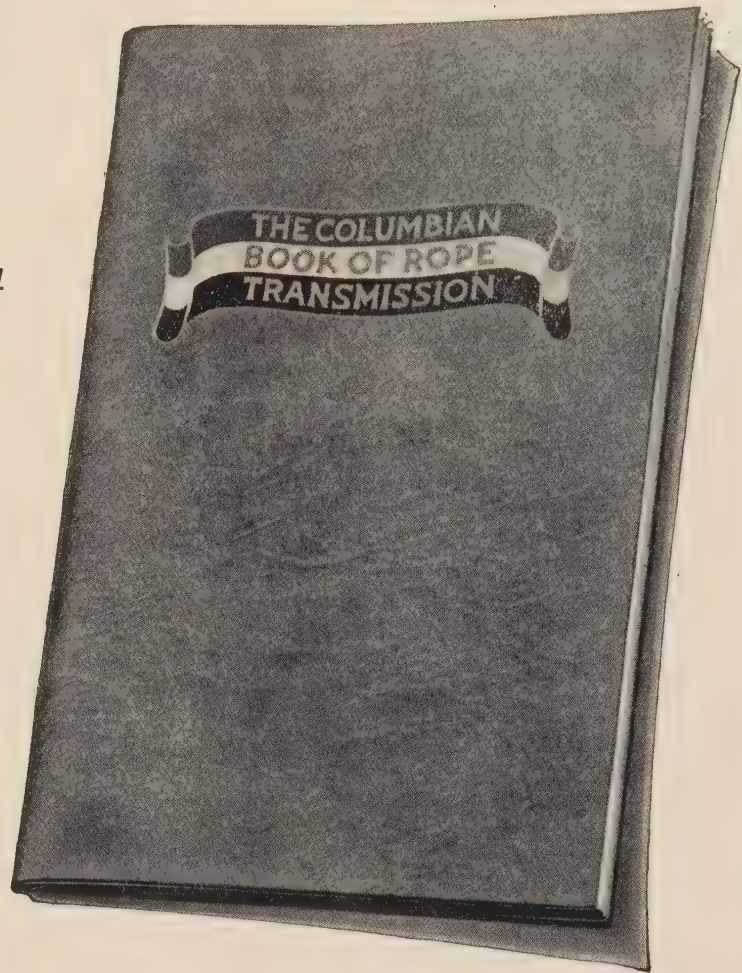
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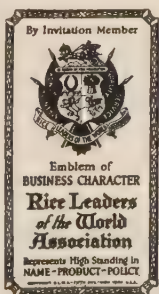
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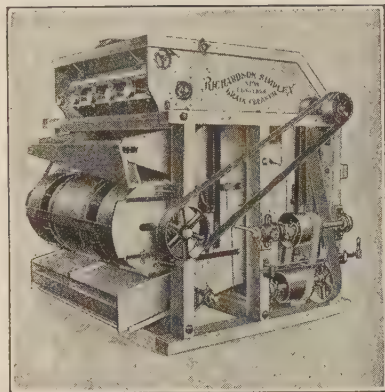
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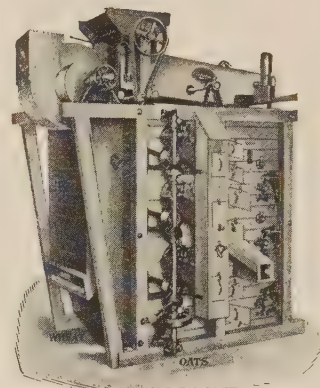
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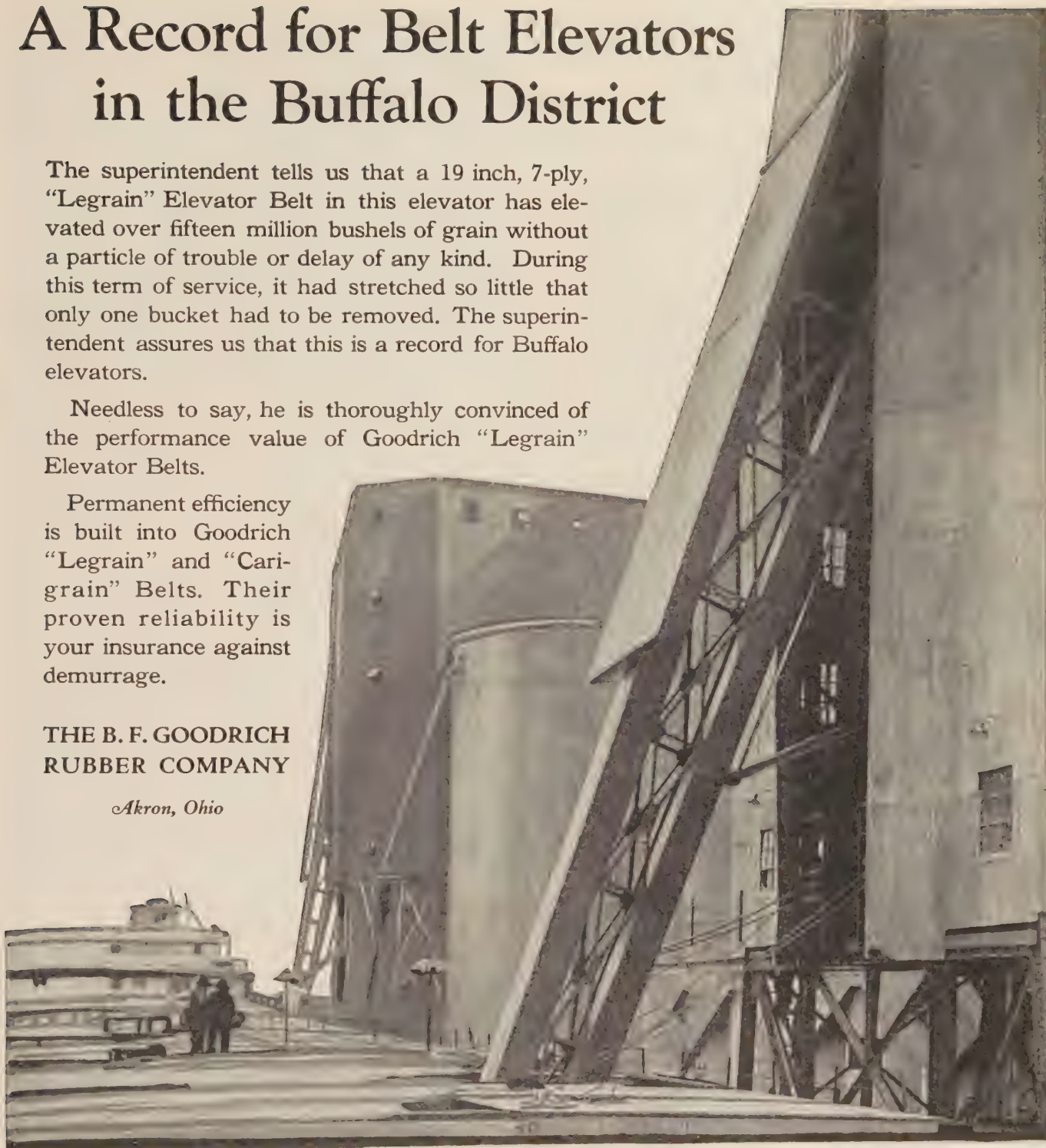
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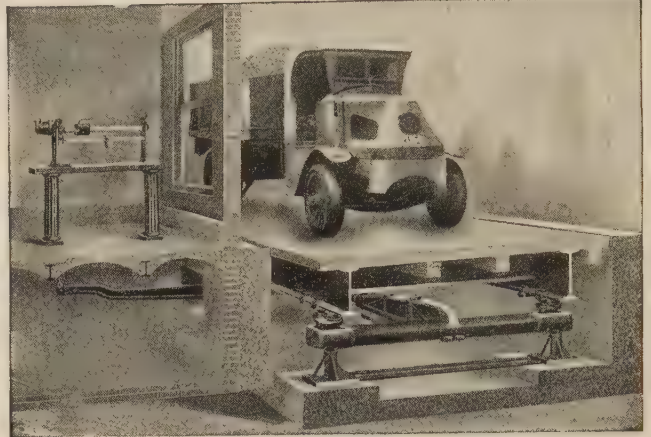
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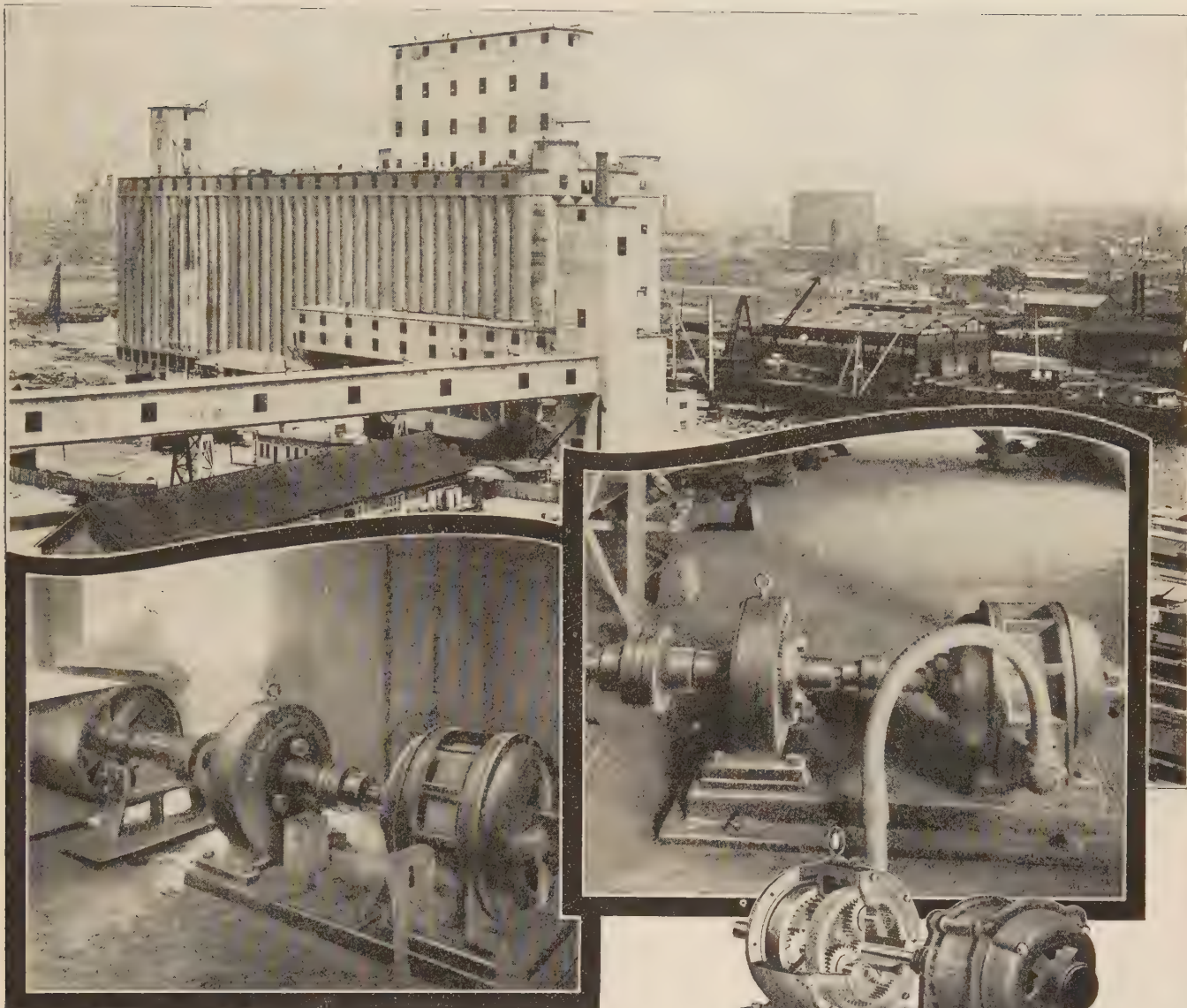
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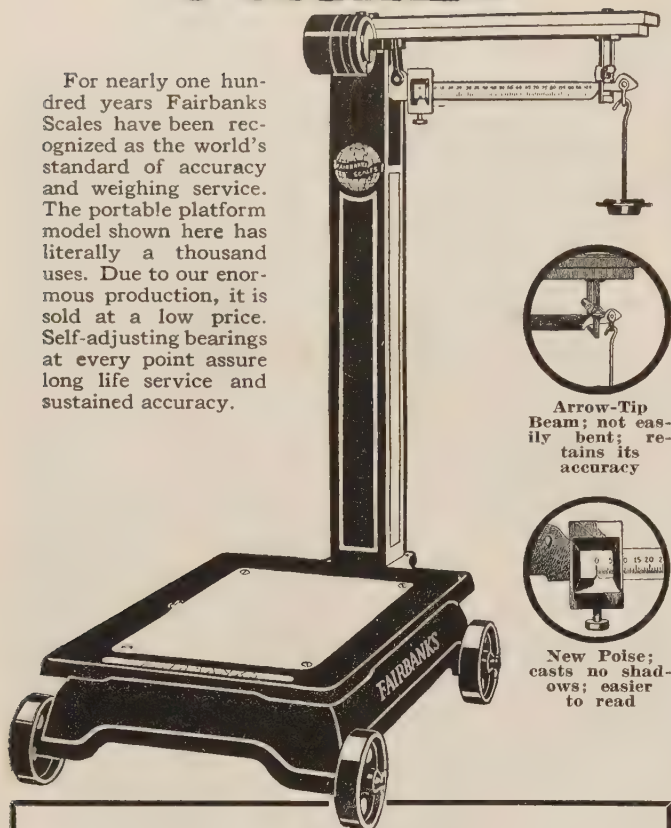
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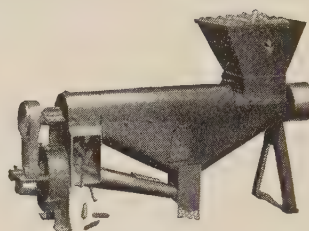
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Cyclone Blow Pipe Co.
2542-52 W. 21st St. Chicago, Ill.

Grain Fumigation Pays

We have developed it along scientific lines. Write us for information.

A. R. Young Material Co.
1710 Grand Avenue Kansas City, Mo.

BIRD SCALE

Quicker Weighing---Lower Price

YOU can load a car in half an hour with the Bird Scale. It handles 50 bushels per draft --- 3500 bushels per hour.

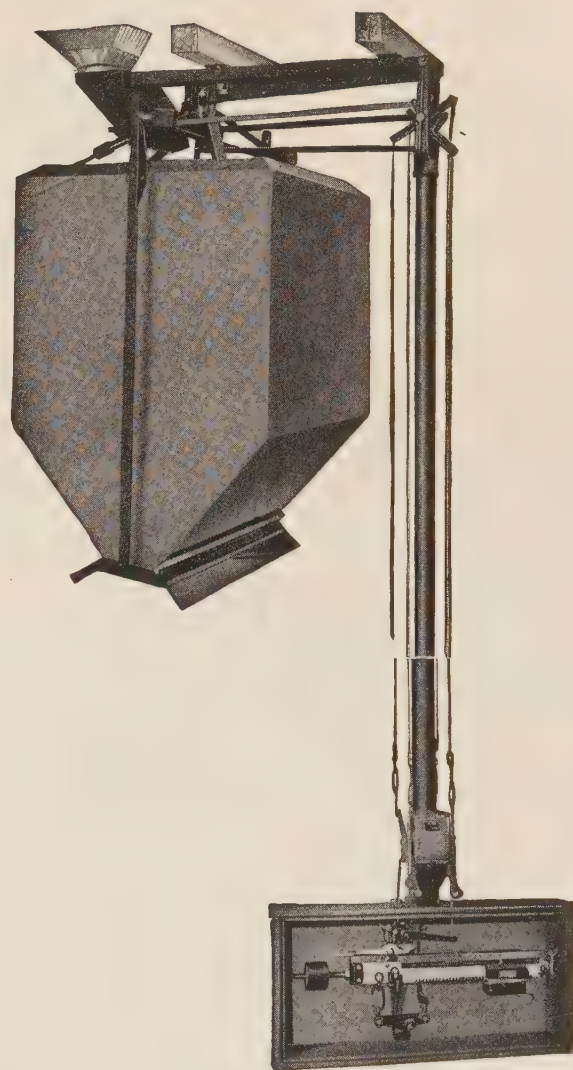
Located in the cupola—but entirely operated from the work floor. No weight changing, no trips to the cupola. A tally in plain sight tells when car is half or fully loaded.

Not a guess in a carload. Every draft and every dribble is weighed on a type-registering beam. Self-aligning—not affected by settling of the building. Complies with I. C. C. and state specifications.

Weights automatically printed in triplicate. Mistakes are impossible.

Costs less than half the price of other automatic scales of the same hourly capacity.

Write for full information.



Everything for Every Mill and Elevator

The Strong-Scott Mfg Co.

Minneapolis Minn.

Great Falls Mont.

In Canada: The Strong-Scott Mfg. Co. Ltd. Winnipeg



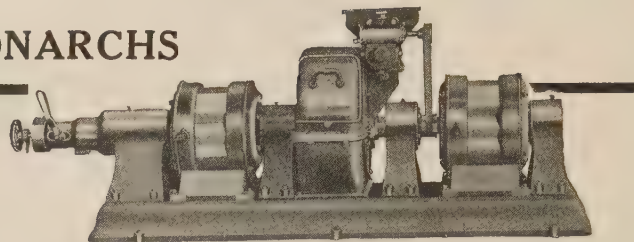
“Shutdowns for Tramming”—

A thing of the past, with MONARCHS

The complete ball-bearing construction of the MONARCH Attrition Mill has forever eliminated all trouble and lost time in tramming runner heads.

You know from experience that the more simple and strong a mill is designed, the more sturdy and reliable it will be in day after day service. You can depend upon MONARCH machines to keep turning out uniform feed, as fine as you want. The kind of feed that holds old customers and draws new ones to your elevator.

Write for our latest Attrition Mill booklet, which gives you a good description of this simplest and sturdiest of all Attrition Mills, and besides, some helpful ideas about grinding feed. A copy will gladly be sent to you.



“For Continuous Operation the MONARCH Is Supreme”

“We have operated two MONARCH Attrition Mills continuously from morning to night and our repair bill after four years of operation has been nil.

“For continuous operation without shutdowns for repairs, the MONARCH is supreme. For low power costs it is unexcelled.”—A. C. Vollbrecht, Hanover Milling Co., Hanover, Minn.



SPROUT, WALDRON & CO., 1202 Sherman St., MUNCY, PA.

W. R. LEATHERS, Mgr.
Chicago Office: 9 South Clinton St.

H. C. MALNESS, Mgr.
Kansas City Office: 308 New England Bldg.

THE MONARCH MILL BUILDERS

RATIN

**WILL EXTERMINATE ALL YOUR
RATS AND MICE**
WRITE FOR FULL INFORMATION

SOLD BY
THE HENNINGS, HARVING CO. INC.
171 DUANE STREET
NEW YORK CITY, N.Y.

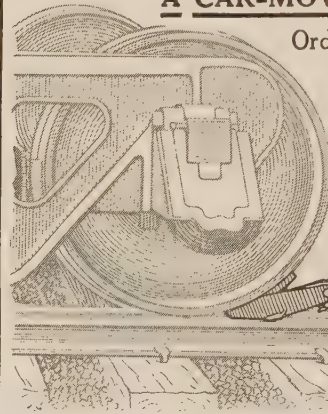
A CAR-MOVER WITH THE “PUSH”

Order one on 30 days' FREE

TRIAL. Freight both ways paid by us if you don't find it worth the price and then some.

Get it from your dealer

The New Badger
ADVANCE
Car-Mover Co.
Appleton, Wis
Look for the word
“New Badger”—it
identifies our product



The first thought is usually the best and the Invincible is the first that comes to the minds of most good grain elevator operators when they need a new receiving separator.

We are now making shipment of forty-six of them to South Africa

Famed Everywhere For Efficiency

*Drop us a card today for
literature and price.*

Invincible Grain Cleaner Company

Silver Creek

New York

BRIDGE THE GAP THAT LIES BETWEEN

BUSY SEASON

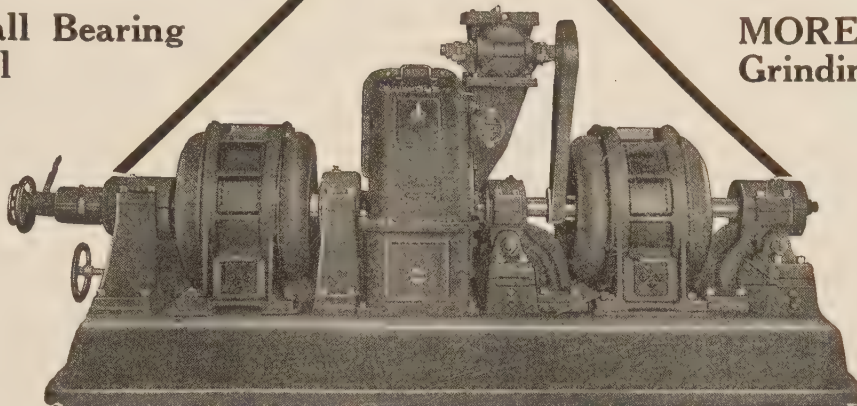
SLACK SEASON

BUSY SEASON

More and more elevators are finding relief from the common "slack season" through the installation of the

UNIQUE Ball Bearing Attrition Mill

This addition to their equipment assures a steady influx of old and new customers to their elevator and turns an otherwise slack season with its heavy overhead expenses into one of the most profitable and pleasant phrases of their business.



Motor Driven Mill. Belt Driven if Desired.

Ask for Catalog No. 12 which illustrates and describes the UNIQUE Mill in complete detail. Sent free on request.

The UNIQUE Ball Bearing Attrition Mill assures you of greatest profit from feed grinding because it produces MORE and BETTER grinding CHEAPER.

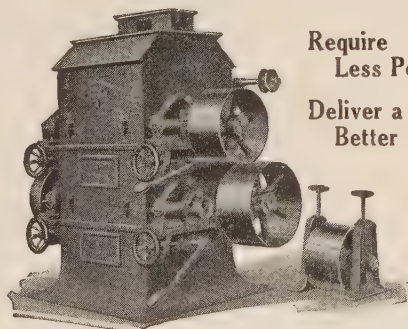
MORE and BETTER Grinding CHEAPER

Every elevator will find the installation of this mill a great source of profit because there is a constant demand for ground feeds. A feed grinding plant is welcomed and patronized by the farmers and stock and poultry raisers of any community.

ROBINSON MFG. CO., P. O. Box 411, MUNCY, PA.
CHICAGO OFFICE, 516 F. C. AUSTIN BLDG.

E H R S A M

One, Two and Three Pair High
Feed Mills



Require
Less Power
Deliver a
Better Product

Rolls cut especially for making cracked corn chicken feed, cut wheat. Also standard corrugations for corn meal and feed.

Send for Bulletin No. 20

The J. B. Ehrtam & Sons Mfg. Co.
Enterprise, Kansas

The Bauer

COSTS LESS PER HOUR

FREE SAMPLES

"The proof of the pudding is in the eating." The proof of properly ground feed is in the microscopic examination—Feed Meal may appear fine and smooth at a cursory glance; but subject it to the microscope and what do you find? All we have to suggest is that you try it.

Here is our offer. Send for Free Samples of Feed ground on the Bauer Attrition Mill and ask for the speed—number of bushels per hour—at which this feed was ground. When you get these samples, test them out—microscopically or any other way. Compare quality and hourly output with the quality and output of any other mill. Be your own judge. That's all we ask.

The Bauer

COSTS LESS PER HOUR

The Bauer Bros. Co.
506 Bauer Bldg.
Springfield, Ohio

GRAIN ELEVATOR BUILDERS

The Horse Doctor (Continued)

Chapter 5

Mr. R. W. Cooper, Mgr. of the Independent Farmers Elevator Co., of Nemaha.

"I have been reading your letters in the Grain Dealers Journal, and don't see how those birds can argue against concrete pits."

We advised Mr. Cooper—"Only those builders who cannot build them, and their followers, do, Mr. Cooper."

YOUNGLOVE CONSTRUCTION CO.
Sioux City, Iowa

30 Years of Practical Experience

Through 25 years' experience in feed manufacturing
we are now supplying

Yearly Feed Formula Service**Covering**

Special formulas for every Feed for Animals, to Produce Rapid Growth and Increased Production.

INFORMATION regarding best machinery for handling, cleaning, separating, grinding, cracking, polishing, pulverizing, measuring, mixing, weighing, and drying the ingredients used in manufactured feeds.

Feed Plant Designing — Construction
Equipping and Operating
Plant Inspections
Engineering Consultations

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110 S. Dearborn St.

Chicago, Ill.

GRAIN and COAL ELEVATORS

T. E. IBBERSON CO.

CONTRACTING ENGINEERS
MINNEAPOLIS, MINN.

BLOOMINGTON CONST. CO.

Bloomington, Ill.

Engineers and Contractors of

GRAIN ELEVATORS

MILLS AND STORAGE TANKS

★★★
★ **The Star Engineering Company** ★
Specialists in

Grain Elevator Construction

Our elevators stand every test,
Appearance, Strength, Durability
and Economy of Operation.

Estimates and information promptly furnished

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D. F. HOAG & CO.
Designers and Constructors of
GRAIN ELEVATORS

Corn Exchange, Minneapolis

JAS. H. BROWN CO.

R. J. Keehn, Supervising Engineer
Minneapolis, Minn.

Designers and Constructors

Grain Elevators Flour Mills
All Materials

We Also Do Repair Work

FOR
Concrete Elevators
Townsend B. Smith

Designer and Builder

Decatur, Ill.

L. J. McMILLIN
ENGINEER and CONTRACTOR of
GRAIN ELEVATORS
Any Size or Capacity

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Decatur Construction Co.
ENGINEERS AND BUILDERS
OF GRAIN ELEVATORS
760-762 Gushard Building
DECATUR ILLINOIS

A. F. ROBERTS
ERECTS ELEVATORS
FURNISHES CORN MILLS
WAREHOUSES
PLANS ESTIMATES
MACHINERY
SABETHA KANSAS

BOGGESS CONSTRUCTION CO.
29 Gebhardt Block DECATUR, ILL.

Builders of

GRAIN ELEVATORS and COAL POCKETS
of the BETTER CLASS

Special study given to each plant—Each
plant fills the individual needs

GEO. A. SAATHOFF
CONTRACTOR and
ELEVATOR BUILDER

Mayer Hotel Peoria, Illinois

Cable Address "Pillenco"
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Minneapolis—St. Paul
Designing and Supervising Engineers
Grain Elevators—Flour Mills—Power Plants

BIRCHARD
CONSTRUCTION CO.
CONTRACTORS GRAIN ELEVATORS
Mills and Warehouses
Especially Designed for Economy
of Operation and Maintenance
704 Terminal Bldg. LINCOLN, NEB.

Grain Receiving Ledger

A book designed for use by Grain Buyers who keep individual accounts with farmer patrons. Is ruled for facts regarding wagon loads received. Its column headings being: Date, Article, Gross, Tare, Net, Bushels and Pounds, Price, Debit, Credit and Remarks.

Each of its numbered pages of linen ledger paper, size, 8½x13½ inches, is ruled for 42 wagon loads. Each page may be used for one or more accounts as desired. A marginal index is bound in front. Bound in cloth with keratol back and corners.

Form 43—200 pages, \$3.25

Form 43XX—400 pages, \$5.50

Grain Dealers Journal
309 So. La Salle St., CHICAGO, ILL.

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Designers and Builders of
GRAIN ELEVATORS and FLOUR MILLS
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Journal
Want Ads
Bring Results

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RELIANCE Construction Co.

Board of Trade
Indianapolis, Ind.

Designers and Constructors
of the better class of grain
elevators—concrete or wood.

HICKOK Construction Co. MINNEAPOLIS ELEVATORS

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**Southwestern Engineering
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Designers and Builders of
**MODERN MILLS and
ELEVATORS**
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SPRINGFIELD, MO.

HORNER & WYATT

Designers of
Flour Mills and Grain Elevators,
Warehouses, Power Plants and
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Preliminary Sketches and Estimates,
Valuations and Reports.
306 McMillen Bldg., Kansas City, Mo.

Siding and Roofing

Corrugated or Flat
Galvanized or Painted
Immediate Shipment from Stock

Nails



Write—Wire—Phone

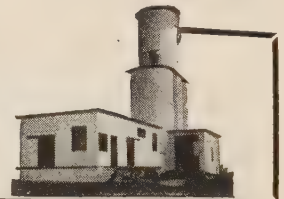


C. T. STEVENS C. E. ROOP C. B. BARUTIO
Stevens Engineering & Construction Co., Incorporated
Designers and Builders—GRAIN ELEVATORS—WAREHOUSES—FLOUR and FEED MILLS
GRAND-LACLEDE BUILDING ST. LOUIS, MISSOURI

—Are You Ready

To take care of the new crop when it starts to
move. We shall be glad to confer with you re-
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FEDERAL ENGINEERING CO.

Designers and Builders—Grain Elevators, Mills and Warehouses
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For elevator and mill supplies we
issue a net price catalog. If in
the market write us for one.

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DESIGNERS AND BUILDERS OF
GRAIN ELEVATORS
San Francisco Chicago New York Toronto

CRAMER BUILT

is the mark designating the best in Grain
Elevator Construction at normal prices

W. H. Cramer Construction Co.
NORTH PLATTE, NEBR.
Plans and Specifications Furnished

AFFIDAVIT OF WEIGHT

This form is used to make a sworn state-
ment of the amount of grain loaded into
a car.

Fifty affidavits in duplicate are bound
into a book, size 5½x8½ inches, printed on
bond paper, with manila duplicates and
two sheets of carbon, well bound in press
board. Originals are machine perforated
so they may be easily torn out. Each
blank contains the following information:

....., being duly sworn, on his
oath, says that on the day of,
192..., he, acting as agent for
at, in the State of,
carefully and correctly weighed
draughts on Hopper, Auto-
matic, Wagon, Track Scales
amounting to lbs. equal to
bushels of No. and loaded direct or
thru bin to car No. Initial for
shipment to Messrs at
in the State of and that said
car was in condition and properly
sealed when delivered to the
Railroad; with space for notary public.

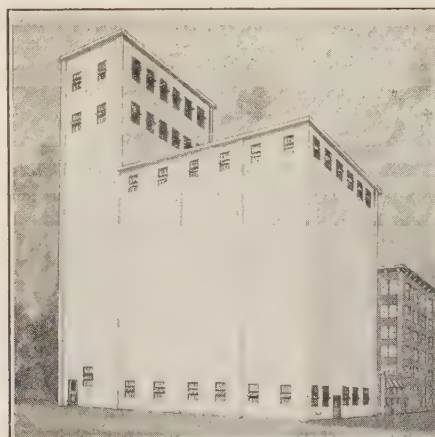
Order Form 7AW, weight ½ lb.
Price 75 cents.

GRAIN DEALERS JOURNAL
309 So. LaSalle St. Chicago, Ill.

R.C. STONE ENGINEERING CO.

320 Merchants Exchange Bldg. St. Louis, Mo.

DESIGNERS AND GENERAL CONTRACTORS OF
Grain Elevators Flouring Mills Warehouses



If you want a first-
class, practical, eco-
nomically built struc-
ture, write us.

We are experts and at
your service for the
asking.

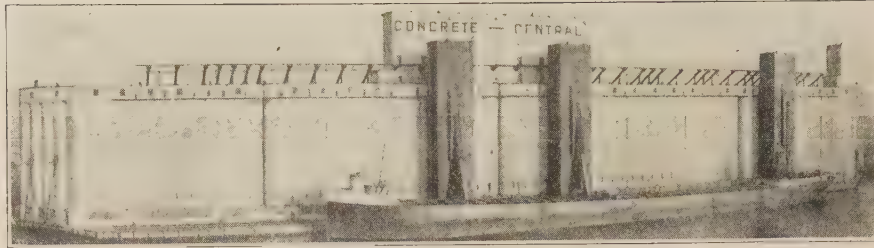
Write for booklet de-
scribing

**STONE'S
VEHICLE DUMP**

Lowest Cost As We Furnish
A Complete Dump

We enjoy the Grain Dealers Journal.
It has more news of interest to the trade
and it is more timely, more complete and
better arranged than any other.—Roy O.
Pratt, Pratt Grain Co., Harper, Kan.

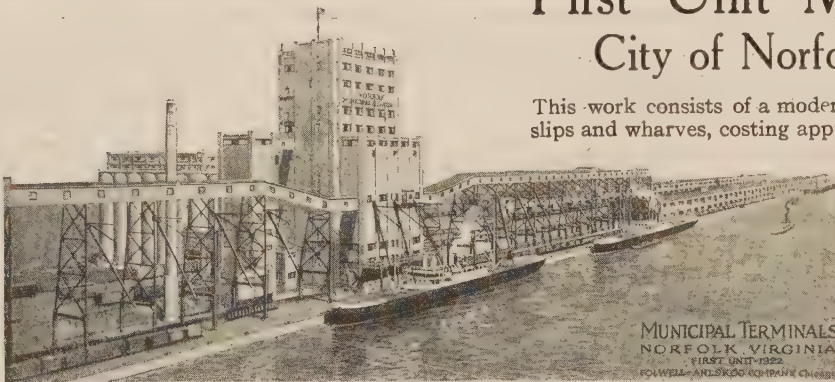
Operated by
The Eastern Grain,
Mill and Elevator
Corporation



Concrete-Central
Elevator, Buffalo, N.Y.
Capacity
4,500,000 Bushels

Designed and Built by
Monarch Engineering Company
Buffalo, N. Y.

First Unit Municipal Terminals, City of Norfolk, Virginia, U. S. A.



This work consists of a modern concrete grain elevator, piers, warehouses, slips and wharves, costing approximately \$5,000,000. It is being constructed in accordance with the plans and specifications and under the engineering supervision of

Folwell-Ahlskog Co.
Engineers and Constructors
Chicago, Illinois, U. S. A.

The Most Modern Elevator in the World



This is an aeroplane view of the Pennsylvania Railroad Company's new Northern Central Elevator No. 3, located at Canton, Baltimore, Maryland, capacity 5,000,000 bushels. This elevator is equipped with

Four Stewart Link-Belt Grain Car Unloaders

*Every day in every way we are designing and building better and better Grain Elevators.
We have built for many of your friends—Eventually we will build for you.
Why not now?*

James Stewart & Co., Inc.

Designers and Builders
GRAIN ELEVATORS
In All Parts of the World
Grain Elevator Dept., W. E. Sinks, Manager
1210 Fisher Building, Chicago, Ill.



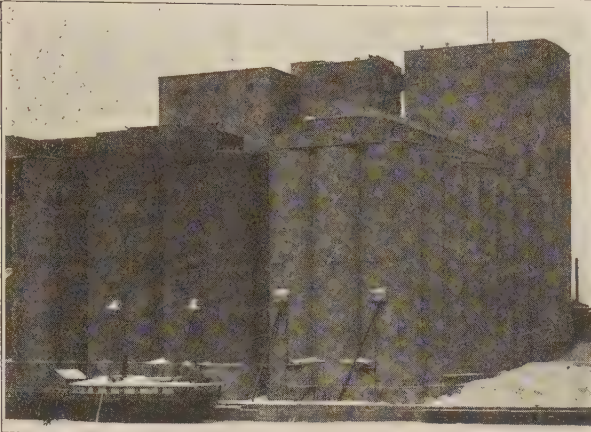
One of a Group of Elevators

Built by us at Port Arthur. The group includes elevators for

The James Richardson & Sons, Limited.
The Saskatchewan Co-operative Elevator Co., Limited.
The Grain Growers' Grain Company, Limited.

THE BARNETT-McQUEEN COMPANY, LIMITED

Designers and Builders of **GRAIN ELEVATORS**
Offices: Fort William Ont., Duluth, Minn., Minneapolis, Minn.



Western Terminal Elevator

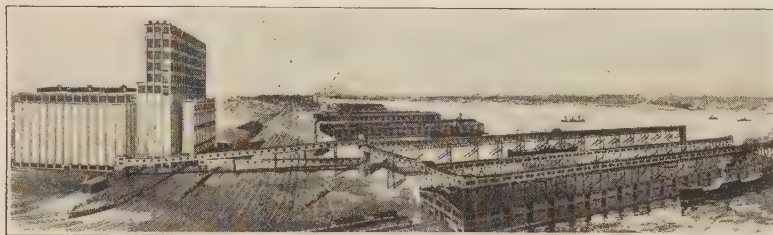
Ft. William, Ont.

Completed November 1, 1923

Fegles Construction Co., Ltd.

Ft. William, Ont. Minneapolis, Minn.

Engineers and Constructors



Baltimore & Ohio Terminal Elevator, Baltimore, Md.

Now Under Construction

Capacity 3,800,000 Bushels

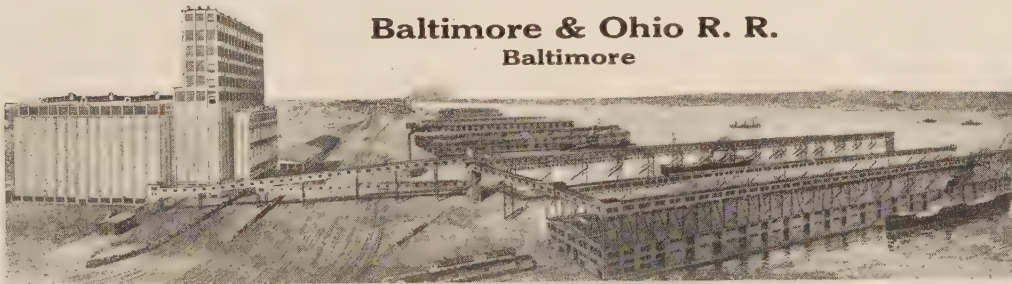
17 Guilford Avenue
Baltimore, Md.

THE M. A. LONG CO.

Engineers and Constructors
Grain Elevator Department

"A 1923 model that speaks for itself"

Baltimore & Ohio R. R.
Baltimore



John S. Metcalf Co.

Grain Elevator Engineers

108 S. La Salle Street
Chicago, Ill.

54 St. Francois Xavier
Street

Montreal, Que.

also at

Melbourne,
Australia

Buenos Aires,
Argentina

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Coal Sales Book

For Retail Coal Dealers

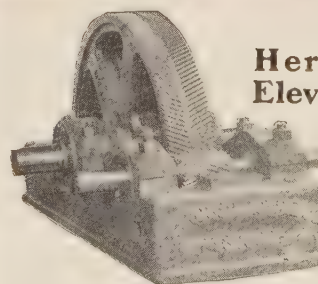
It facilitates bookkeeping, and reduces the chance for error. Practically three books in one: 1. Original entry of all sales made. 2. Original entry of the scale weights. 3. Journal from which the posting is done.

It contains spaces for 6,000 wagon loads. Each page is ruled with column headings, as follows: Date, Ledger, Folio, Purchaser, Gross, Tare, Net Pounds, Price Per Ton, Amount.

This book is 8½x14 inches and contains 150 numbered pages of superior ledger paper. Well bound with best binder board, covered with cloth, leather back, and round leather corners.

Order Form 44. Price \$3.00.

Grain Dealers Journal
309 So. La Salle St., Chicago, Ill.



FAWCUS

**Herringbone Gear
Elevator & Conveyor
Drives**

Save 25% to 50% in
maintenance and operating
costs.

Gears enclosed in dust
proof and oil tight cases with
roller bearings.

Efficient - Durable - Compact

FAWCUS MACHINE COMPANY

Pittsburgh, Penn.



PEERLESS OYSTER SHELL FOR POULTRY

Peerless Oyster Co.
1507 Russell St., Baltimore, Md

Made from FRESH SHELLS Only



A cyclone in the true sense of the word has force of air without any back draft.

The New "1905" Cyclone Dust Collector

By improved construction, three-fourths of the back draft is eliminated and better work is done on less power. Send for prices and particulars.

The Knickerbocker Co.
Jackson, Mich.

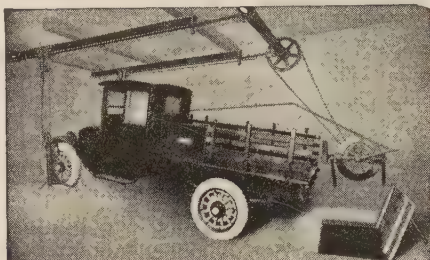
KENNEDY KRAFT PAPER AUTO STORAGE COVERS

BEST PROTECTION to the finish of cars while in live or dead storage against dirt and dust damage.

Made from heavy Kraft paper in Standard Sizes to fit all models.

Write for further information.

The Kennedy Car Liner & Bag Co.
Shelbyville, Indiana
Canadian Factory: Woodstock, Ontario



McMillin Wagon and Truck Dump

Prepare to handle any style or length wagon that may come to your elevator, as the farmers are each year using more of the long coupled wide bedded wagons.

The McMillin dump handles any length wagon or truck, and they can be raised to any slope, even sufficient to discharge grain from the rough wagon beds without the necessity of getting in the bed and kicking or raking it out.

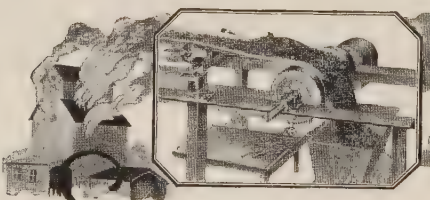
It will dump any length vehicle into one dump door. By extending the track the one device will dump into several dumps in a line in the driveway. Few, if any, changes required in your driveway as it has no connection with driveway floor.

All dumps equipped for operating by hand or power.

Two Horse Motor or 4" belt from other machinery is sufficient.

Address

L. J. McMILLIN
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Indianapolis, Ind.



Stop tramp iron before tramp iron stops you

TRAMP iron is the mill's or elevator's greatest menace. In the rolls or grinders, or in touching other metal, it causes sparks. One little spark may set off a disastrous dust explosion of fire.

Stop tramp iron! Install Dings Magnetic Separators As shown they remove iron before it can do damage. Not even the smallest piece escapes. Endorsed by the National Fire Protection Ass'n. 4000 Dings in use!

Get the free bulletin. It also tells how the Dings saves bolting cloth.

DINGS MAGNETIC SEPARATOR CO
642 Smith Street, Milwaukee

with
**Dings 'High Intensity'
Magnetic Separators**

Cover's Dust Protector

Rubber Protector, \$2.00

Sent postpaid on receipt of price; or on trial to responsible parties. Has automatic valve and fine sponge.

H. S. COVER
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KELLOGG RADIO

Market Prices

Direct to Your Elevator
By Radio

Before making that grain shipment you are interested in knowing today's market price.

Kellogg Radio Equipment brings these to you with unusual clearness—gives you a direct connection with the grain markets.

Kellogg Radio Equipment is built to give service.

If your dealer cannot show you Kellogg Radio parts, please write us.

Send today for a copy of Radio Handbook, Dept., T.

**KELLOGG SWITCHBOARD
& SUPPLY COMPANY**
1066 West Adams Street
CHICAGO

KELLOGG RADIO

AGRICULTURAL GYPSUM

Start to Sell it!

Write today for information detailing its value in clover fields, in poultry houses, barns, and in the control of insects and potato scab.

THE GYPSUM INDUSTRIES
Dept. 94 844 Rush St., Chicago, Ill.

CONE-SHAPE GRINDERS

It PAYS to GRIND ALL GRAINS

Look to the Grinders. They do the work! Bowsher's Cone-Shape grinders are the correct principle in Feed Mill construction. They mean larger grinding surface close to center of shaft; thus More Capacity, Lighter Draft, Longer Life.

"Praise to express my appreciation of the long-lasting, trouble-proof grinder. Have used a No. 4 ten years & less than One Dollar per year for repairs." *E. W. Watt, Jacobburg, O.*

10 sizes; 2 to 25 H. P. Write for free catalogue. **G. N. P. BOWSHER CO., SOUTH BEND, IND.**

10,000 SHIPPERS Are now using

TYDEN CAR SEALS

Bearing shipper's name and consecutive numbers.

Prevent
CLAIM LOSSES
Write for samples and prices

INTERNATIONAL SEAL & LOCK CO.
Chas. J. Webb, Vice-President
617 Railway Exchange Bldg., Chicago, Ill.



Wanted and For Sale

The rate for advertisements in this department is 25 cents per type line each insertion

ELEVATORS FOR SALE.

KANSAS—Will sell my elevator at Wilmore. Address W. R. Johnston, Coldwater, Kansas.

CENTRAL OKLAHOMA—Two elevators for sale at good point. Will handle 150,000 bushels per season. Address 52D6 Grain Dealers Journal, Chicago, Illinois.

NORTHERN INDIANA—Nearly new iron clad elevator for sale; 10,000 bushel capacity with feed house attached. Address Lock Box 241, LeGrange, Indiana.

NORTHERN ILLINOIS—3 country grain elevators for sale with lumber yard attached. All in good repair. Address 51W2, Grain Dealers Journal, Chicago, Illinois.

CENTRAL INDIANA—Two good grain elevators for sale. Good business in flour, feed, coal, etc., as side lines. Address W. H. Aiman, Receiver, Pendleton, Indiana.

STOP! If our ad runs any longer we will have to refuse to let the mailman in. As it is we have had to put on two extra stenographers just to answer queries.—W. K.

NORTHEAST KANSAS elevator for sale, capacity 14,000 bushels, feed and coal business in connection; located on St. Joseph & Grand Island Railway. Address Hamlin Co-operative Association, Hamlin, Kansas.

WISCONSIN—45,000 bu. capacity concrete elevator for sale; located on 7 lots; 3 side tracks on C. M. & St. P.; equipment in best condition. Reasonable price. Address 52B13, Grain Dealers Journal, Chicago, Illinois.

IOWA elevator for sale, capacity 20,000 bushels; located on the main line of the Illinois Central; equipped with 5 h.p. motor, Richardson Automatic Scale; truck dump and coal sheds. Address J. F. Escher, Parkersburg, Iowa.

IOWA—32,000 bushel elevator for sale; located on C., M. & St. P. in town of 2,000 population. Business established 25 years. Reason for selling wish to retire from business. For further information address 52A5 Grain Dealers Journal, Chicago, Illinois.

SOUTH DAKOTA—18,000 bu. elevator for sale located on private ground, 1 acre, C. M. & St. P. R. R., doing good business, live stock in connection; 5 elevators in town; grain marketed 500,000-600,000 bus. yearly. Elevator is cribbed 2x6 and 2x4. Reason for selling poor health. Price \$5,500, or will take part cash and balance on property. Address H. Mansbridge, Lake Andes, South Dakota.



Illinois Bargain

25,000 bu. concrete elevator and large brick fire-proof feed warehouse (10,000 sq. ft. floor space) for sale, electrically operated. Located on main street of good town in

excellent territory; good shipping facilities; feed output one ton per hour, all sold locally. Will sell for less than half of replacement value for quick sale.

Cooper Elevator & Milling Co.
Bridgeport, Ill.

ELEVATORS FOR SALE.

NEBRASKA—Five elevators for sale. Doing good business. For particulars address 52C1, Grain Dealers Journal, Chicago, Ill.

IOWA—Modern transit elevator for sale, first-class condition, capacity 175,000. Operated for past 55 years by present owners, who now wish to retire from business. Address 51X2, Grain Dealers Journal, Chicago, Ill.

NORTHEAST KANSAS—7,000 bu. elvtr. for sale; on S. F. Ry., \$6,000. May carry back a part with responsible party. Must quit grain account health. Address 52D7 Grain Dealers Journal, Chicago, Ill.

CENTRAL ILLINOIS—A 16,000 bushel capacity elevator for sale; electric equipment, on private ground. Price right for quick sale. Possession immediately. Can make terms. Address 51W15, Grain Dealers Journal, Chicago, Ill.

WISCONSIN—15,000 bu. capacity iron clad elevator for sale, cribbed bins; also warehouse and coal shed. No competition; electric power. Good flour, feed, seed, coal and feed grinding business, doing \$75,000 annually. Write only if interested. Address Louis Carstens, Potter, Wisconsin.

KANSAS—Nearly new 14,000 bu. iron clad elevator for sale, located in Hodgeman County, Kansas. Closed now because of light crop in 1923, but prospect is fine for 1924 business. Am now at work so am offering this for sale. Might consider part trade. If interested write R. L. Miller, Fowler, Kansas.

WANT ADS WORK WONDERS.

They sell elevators, find help and partners, secure machines and engines which you want, sell those for which you have no further use, and perform a myriad of kindred services for shrewd people who use them regularly. **READ and USE THEM.**

THE BOARD OF DIRECTORS of the North Aurora Farmers Co-op. Co. offer for sale the entire plant consisting of a 15,000 bu. concrete grain elevator, coal, feed, lumber sheds and equipment. All new 3 years ago. Located on Lincoln Highway one mile from Mooseheart, Ill., at North Aurora, Ill. Apply to Manager J. E. Minard, North Aurora, Ill.

GRAIN ELEVATOR FOR SALE OR LEASE

—Modern, electrically equipped concrete elevator of 26,000 bushels capacity in Peoria county, Illinois. Built in 1921, is a profitable location for experienced grain man. Will be sold at a substantial reduction over cost. Located on C. B. & Q. R. R. and wide distance separates it from other stations. Address Farmers Co-operative Elevator Co., Edwards, Ill., Box 98.

FOR SALE

Country Elevator in first class condition. Business well established. Best paying proposition in this section. Reason for selling, retiring from business. Write us for particulars.

Duck River Grain Co.
DENVER - TENNESSEE

ELEVATORS FOR SALE

INDIANA elevator for sale or rent. Located on Pennsylvania Railroad; feed grinding equipment, electric power. Small investment required. Address Box 597, Warsaw, Indiana.

WISCONSIN—Up-to-date grain elevator and flour and feed house for sale or rent. Write Emil Hauterbrook, 1272 Walnut Street, Green Bay, Wisconsin.

SOME DESIRABLE grain elevators, COAL and LUMBER yards for sale. Located at various points in Illinois, Iowa and Wisconsin.

Present owners desire to discontinue that branch of business. If interested address 52A16 Grain Dealers Journal, Chicago, Ill.

TEXAS—10,000 bushel iron clad elevator; 20 x100 ft., warehouse attached; large cattle and hog feeding pens; a money making business. Located in hard wheat belt on Santa Fe. Other interests taking my time reason for selling. Address Cobb Grain Co., Kress, Texas.

TRANSFER AND STORAGE ELEVATOR and Tanks for sale, 400,000 bushels capacity.

Located at a desirable point on the Mississippi River, in fine corn and oats section where good grain merchandising business can be developed. Equipped with necessary machinery for shell-ing corn, cleaning and conditioning grain.

Shipments can move on a transit basis to eastern and southern markets and to interior points in Illinois and Wisconsin.

The Main Plant is so located that grain can be loaded into boats as well as into cars.

If interested address 52A17 Grain Dealers Journal, Chicago, Illinois.

ELEVATORS WANTED.

WANTED to buy a good elevator with side lines in Montana or Western North Dakota. Address 52C15, Grain Dealers Journal, Chicago.

WILL TRADE first-class income properties for elevator property. For complete information address 52B2, Grain Dealers Journal, Chicago, Ill.

FOR TRADE—One of the best homes in Port Huron, Mich., located on the St. Clair River. Want to trade same for a well located elevator. Port Huron Storage & Bean Co., Port Huron, Michigan.

WANTED to exchange northeast Oklahoma farm land in cultivation, for one or two Western Kansas small country elevators, located on Mo. P. Write particulars to Geo. Columbia, Chetopa, Kansas.

KANSAS Elevator practically sold after three insertions. Here's what the advertiser writes: "We enclose check for three insertions of our ad. We have had more than a dozen inquiries from our ad and believe that we will be able to effect a sale." This proves conclusively the value of a Journal Want-Ad.

ELEVATOR BROKERS.

ALWAYS HAVE GRAIN ELEVATORS for sale and would like to list a few more worth the money. Have buyers waiting.

If you are in the market write me fully as to amount you wish to invest and location you prefer.

JAMES M. MAGUIRE,
6440 Minerva Ave., Chicago, Ill.

FOR SALE

Mills—Elevators—Equipment

of the

American Hominy Company

The properties and good will of the American Hominy Company, comprising four major mill plants, several smaller units, country stations, and miscellaneous real estate, located in Indiana, Illinois and Iowa, are to be liquidated. Bids will be received for the entire schedule or for single units; further details may be obtained upon application.

DAVENPORT, IOWA—Purity Oats plant (769x260), 1,200 barrels per day, consisting of nine brick buildings, modern mill construction, reinforced concrete storage elevator, 300,000 bushel capacity; additional storage space 100,000 bushels; trackage facilities for 25 to 30 cars at a time; motor-driven modern equipment for the production of rolled oats and package corn goods for table use, and feeds of various kinds. Plant ready for immediate resumption, skilled operating staff available.

KEOKUK, IOWA—Purity Oats plant, buildings and equipment in first class condition; solid construction; storage for 250,000 bushels; good trackage and truck loading facilities; motor driven modern equipment for the manufacture of rolled oats, 500 barrels a day capacity. *Cheap electric power makes this site valuable.*

DECATUR, ILLINOIS—Exceptionally well-built plant for manufacture of wheat flour, corn flour, corn meal and corn grits, capacity 1,200 barrels flour and 12,000 bushels corn; storage elevator 300,000 bushels capacity with complete drying unit; modern electric equipment. Plant ready for immediate capacity operation.

INDIANAPOLIS, INDIANA—Corn products plant, 12,000 bushels capacity, and specialty mill, 75,000 lbs. daily; equipped for manufacture of corn flour and meal, corn grits, hominy flakes, corn and bean oil, and corn syrup. Seven brick, steel and concrete buildings covering six acres of ground; 5,000 feet switch track and plant switch engine; particularly efficient power plant.

GREENTOWN, INDIANA—Complete plant for grinding corn cob.

DECATUR, ILLINOIS—Feed mill located in central part of the city, on valuable business site; practically no equipment.

TERRE HAUTE, INDIANA—Four and one-eighth acres of ground, site of a mill destroyed by fire; six tile grain tanks and elevator complete; 7,500 bushel Hess dryer complete with building; and the following equipment: 1 Babcock & Wilcox 250 H. P. boiler; 2 Atlas boilers, 250 H. P.; 1 water softener and heating unit complete; 1 low pressure 350 KW Turbo. Generator set; 1 high pressure 350 KW Generator set with condensers.

MOUNT VERNON, INDIANA—Office building and site of burned mill; and two large scales located on river bank outside of the city.

OPERATING COUNTRY STATIONS:

Longview, Illinois—Elevator, office building, scale.
 Newport, Indiana—New, first-class elevator, office and scale.
 Dana, Indiana—Small elevator in very good condition.
 Maunie, Illinois—Large crib and elevator.
 Upton, Indiana—25,000 bushel crib.
 Shelbyville, Indiana—2 elevators, 45,000 bushels capacity.

SITES FOR STATIONS:

Murdock, Illinois—Residence.
 Arcola, Illinois—Acre on which was formerly a large crib.
 Silverwood, Indiana—Residence and three acres of land.
 St. Joseph, Missouri—Acre of ground.

For further information and detailed inventory

ADDRESS

CHICAGO TITLE & TRUST COMPANY

and HOWARD L. FOGG

69 West Washington Street, Chicago, Illinois

as

RECEIVERS IN BANKRUPTCY, AMERICAN HOMINY CO.

BUSINESS OPPORTUNITIES.

WANT TO HEAR from owner having elevator or other business for sale. State cash price and particulars. John J. Black, 57th Street, Chippewa Falls, Wisconsin.

FOR SALE—A profitable business, twenty miles from Columbus, O., in good farming community. Located on main street of a town of 12,000 population; established 10 years, selling feeds, seeds, poultry supplies; equipped with new, modern machinery for grinding. Owner selling to take larger proposition elsewhere. Address 52C5, Grain Dealers Journal, Chicago.

ASSORTED CAR PLANT FOR SALE.

Want to get in touch with individual or firm who might be interested in purchasing assorted car plant. Location, Buffalo, N. Y. Capacity 20 cars in 10 hours. Plant operating, doing large business. Owners desire to retire, only reason for selling. Exceptional opportunity. Write 52C13, Grain Dealers Journal, Chicago.

ILLINOIS LUMBER YARD. A \$60,000 business, one yard town of 1200, with high school, bank, elevator, etc. Private sidetrack in sheds, office located on main business block. Also thoroughly modern 7-room brick residence. Real estate, sheds, etc. \$18,000, stock at invoice. When can you come to Decatur and go with me to look this proposition over? C. A. Burks, Decatur, Ill.

FOR SALE.

150 barrel flour mill with large profitable feed and builders supply business in connection. Good transit privileges; located on Big Four R. R. at Wellington, Ohio, the center of the largest dairying section of the state, 40 miles west of Cleveland. Established for 70 years and now doing a very satisfactory business. All machinery modern and plant in excellent condition, must be sold within the next 30 days.

Also feed store and builders supply business at Middlefield, Ohio, 42 miles east of Cleveland on the B. & O. R. R. in one of the large dairy sections of the state. Handles feed, flour, grain, lumber, coal and a complete line of builders supplies. Large warehouses; coal tipples; elevated tracks; private switch. Retail sales about \$125,000 per year. Must be sold within the next 30 days. Address The FIRST WELLINGTON BANK, WELLINGTON, OHIO.

CEREAL MILL FOR SALE.

MILLING capacity 12,000 bus. daily, elevator capacity 300,000 bus., modern equipment, fire-proof buildings, can be converted into a flour mill. A bargain for a quick sale. C. E. Beyer, 1504 Inter-Southern Bldg., Louisville, Ky.

FLOUR FOR SALE.

MIXED CARS of flour and mill feeds in 100 pound sacks are our specialties. We are now manufacturing a full line of corn goods, cracked corn, feed meal, corn and oats chop. Ohio Farm feed, shelled corn and standard oats in connection with our flouring mill. Would like to send you a trial to convince you of the superiority of our products. Ansted & Burk Co., Springfield, Ohio.

SAMPLE ENVELOPES.

SAMPLE ENVELOPES—SPEAR SAFETY—for mailing samples of grain, feed and seed, made of very heavy manila for strength and durability and to withstand hard usage. Special folding method for closing envelope. Have a limited supply to sell at \$2.50 in lots of 500; \$2.75 per hundred, f. o. b. Chicago. Sample mailed on request. Grain Dealers Journal, 309 So. La Salle St., Chicago, Ill.

MISCELLANEOUS.

STOP! READ! THINK! This advertiser writes—"Your service brought me 24 replies." We can do the same for you. Don't wait, write NOW.

MACHINES WANTED.

WANTED to buy hopper scale thirty to sixty thousand pounds capacity and one cleaner fifty to two hundred bushels capacity. Give full description and price. Address W. H. Crozier & Co., Nashville, Tennessee.

ENGINES FOR SALE.

FOR SALE CHEAP—New 12 horsepower portable gas engine. Address Demaray Hardware Co., Pipestone, Minnesota.

ONE six horse power Fairbanks Morse Engine for sale; in good running order. Price \$100. Write 52D3 Grain Dealers Journal, Chicago.

FOR SALE CHEAP—20 h.p. International Gas Engine, new piston and cylinder 30x3 groove and 24x2 groove sheave and 18-in. tension. Address L. D. Brandt, Douglass, Kansas.

GASOLINE AND OIL ENGINES of all kinds, sizes and prices can be sold profitably through the "Oil and Gas Engines" columns of the Grain Dealers Journal of Chicago.

SCALES FOR SALE.

SECOND HAND SCALES for sale of any make, size, or price, always find ready buyers when represented in the "Scales For Sale" columns of the Grain Dealers Journal.

RICHARDSON Automatic new type self compensating grain loading elevator scale for sale, 6 bushel hopper capacity, 1,500 bushel hourly capacity. Scale in good condition, at a bargain. W. C. Bailey & Son, Grain Exchange Bldg., Omaha, Nebraska.

FOR SALE—One ½ bu., two 1 bu., four 3 bu., one 4 bu., and one 6 bu. Richardson Automatic Grain Scales, some new. One 5 bu. Fairbanks Automatic. One 5 bu. and two 6 bu. Richardson Sacking Scales. Standard Mill Supply Co., 501 Waldheim Bldg., Kansas City, Mo.

SITUATION WANTED.

WANTED position as solicitor for commission firm or manager of farmers elevator. Address 52D19 Grain Dealers Journal, Chicago.

WANTED by experienced grain buyer. Agent's or manager's position in country elev. Address 52D9 Grain Dealers Journal, Chicago.

WANTED—Position as manager of country or town elevator; 15 years experience, bond, references. Address Box 196, Dana, Indiana.

WANTED—Position as manager or second man at grain elevator; 34 years old, accountant; 12 years' exper. grain, coal business. F. F. Current, 313 Payson St., Kewanee, Ill.

WANT position with good line company. Just over operation, need work, 18 yrs. exp., married. Address 52C18, Grain Dealers Journal, Chicago.

WANT position as manager of grain elevator; 25 years' experience, 3 years of road work, traveling superintendent of a line company. Address 52C9, Grain Dealers Journal, Chicago.

SITUATION as solicitor wanted by a man of experience and wide acquaintance in Illinois, Iowa and South Dakota. Well posted; first-class references. Address 51U3 Grain Dealers Journal, Chicago, Illinois.

POSITION wanted as manager of grain elevator or line of elevators handling grain, lumber and coal. 15 years experience with one of the largest grain firms in the state. Would take stock in same if proposition is satisfactory. Address 52A7 Grain Dealers Journal, Chicago, Illinois.

MACHINES FOR SALE.

FOR SALE—20" Unique ball bearing belt attrition mill with reverse drive No. 5; replaced by motor driven mill same make, good as new. R. Goodman, 111 W. Jackson, Chicago.

FOR SALE—Robinson Corn Crusher, No. 1, new set of burrs; 20 H.P. Westinghouse motor, 3 phase, 60 cycle, 220 volt, 1700 rev. per min. O. B. Armstrong, Fairfield, Ohio.

DO YOU WANT A MACHINE that is not advertised here? Make your wants known in the "Wanted" columns. Someone has the machine you want, but has not started advertising it for sale in the Grain Dealers Journal.

ONE 18,000 lb. Fairbanks hopper scale in good condition also one 6 h.p. Ottawa kerosene and gasoline engine; fine mechanical condition. Used only a little. Address Leoti Mill & Elevator Company, Leoti, Kansas.

ONE NO. 8 HESS Grain Drier for sale at a bargain; first-class condition, ready to erect immediately. Also No. 11 Monitor warehouse scourer equipped with shoe, rope drive, ball bearing, practically new. Address 52D10 Grain Dealers Journal, Chicago, Illinois.

SAVE YOUR MONEY. Write us for prices on new or used Separators—Oat Clippers—Corn Shellers and all kinds of Elevator Machinery, Elevator Buckets—Manila Rope—Fibre Clad Wire Power Shovel Ropes—Belting, etc. Also new and used pulleys. Standard Mill Supply Co., Kansas City, Mo.

SHELLERS AND FEED GRINDERS.

10 Bowsher, Star, Diamond and Letz mills. 7 Williams and Gruendler, hammer-type mills.

5 Two and three pair high corn rolls. 3 Midget Marvel Self-Contained Flour Mills. 7 Corn shellers, cleaners and graders.

All above machinery practically as good as new. Will sell at attractive prices and terms. Address H. C. DAVIS, BOX 393, BONNER SPRINGS, KANSAS.

WHEN IN NEED of mill or elevator equipment write us. We can supply you with a full line of machinery for elevators, flour and corn mills; new or rebuilt, and can make prompt shipments. Included in our stock are motor-driven attrition mills, and ball bearing, all sizes and makes; one Jay Bee Mill Junior. Motors; engines, cleaners, grain driers, feed rolls, shellers, crushers; dust collectors, bolters, conveyors, clutch pulleys. Rolls ground and corrugated. A. D. Hughes Co., Wayland, Mich.

REAL BARGAINS.

Prompt Attention. Quick Shipments. When in need of elevator or mill machinery, notify us. We are headquarters for power and transmission equipment, and have on hand several well-known makes of motors, boilers, engines, etc.

Send us list of all your wants. We can supply you with full line of machinery for elevators, flour, corn and cereal mills. Complete equipments for modern mills of all kinds, molasses, stock and poultry feed plants, plans, specifications, flow sheets, etc., our specialty.

Write us without delay.

W. R. Leathers, Mgr., 9 S. Clinton St. Chicago, Ill.

STEAM ENGINES AND BOILERS.

FOR SALE—One complete steam power plant consisting of 12x16 engine, one 66"x16" high pressure boiler, one steam water feed pump; boiler and engine are new and have been run but a short time. Reason for selling want to install electric power. Address Cohee & Clark, Kempton, Indiana.

BAGS—BAGGING—BURLAP.

BURLAP BAGS OF EVERY KIND FOR SALE; new or second-hand, plain or printed with your brand; seamless Cotton Grain Bags; Sample Bags; Burlap, Cotton Sheetting or Paper for Car Lining, etc. Wanted: Second-hand bags, best prices paid. WM. ROSS & CO., 409 N. Peoria St., Chicago.

SEEDS FOR SALE—WANTED

WANTED—Car mixed cow peas for seed. Barton & Lemmon Brothers, Pleasant Hill, Ill.

REID'S YELLOW DENT seed corn, 3,000 bushels for sale. Raised on alfalfa land. Johnston Land Co., Seward, Nebraska.

FOR SALE—New crop Lespedeza (Japan Clover). Write for samples and prices. I. Wind & Co., Seedsmen, Huntsville, Ala.

FOR SALE—Illinois grown medium red, mammoth and alsike clover seed. Address J. W. Richards, Ferris, Illinois.

ALFALFA SEED—Original Hairy Peruvian. Leo Turner, Yuma, Arizona. 23 years on Yuma Valley Farms.

WE have a limited amount of choice high grade clover seed free from buckhorn for your farmer retail trade. Let us have your orders promptly. Kinsey Bros., North Manchester, Ind.

FOR SALE—Have a number cars choice Siberian Millet; any sized car from 30,000 lbs. up, either sacked or bulk; prices and samples on request. Also number cars Hog Millet. M. M. Summers, Willard, Colo.

SEED BUYERS AND SELLERS can quickly sell any quantity or buy any amount or quality by making their wants known through the "Seeds Wanted—For Sale" columns of the Grain Dealers Journal, Chicago, Ill.

FOR SALE in carload lots either straight or mixed. Common, Siberian, hog and early fortune millet seed. Red and black amber cane, sudan grass. Write or wire for prices and samples. Reimer-Smith Grain Company, Holyoke, Colorado.

HAY WANTED.

CHOICE and No. 1 Hay wanted. Quote best price. Forbes Mfg. Co., Hopkinsville, Ky.



KEEP POSTED

GRAIN DEALERS JOURNAL

309 So. La Salle St., Chicago, Ill.

Gentlemen:—In order to keep us posted regarding what is going on in the grain trade outside our office, please send us the *Grain Dealers Journal* on the 10th and 25th of each month. Enclosed find Two Dollars for one year.

Name of Firm.....

Capacity of Elevator..... Post Office.....

State.....

GRAIN WANTED.

WANTED — Ear Corn for interior trade. I also buy soy beans. Otis J. Bear, Hicksville, Ohio.

ALFALFA HAY WANTED.

WANTED car pea green alfalfa hay in bales of 60 to 80 lbs., must be real green color leafy, fine stems and sweet. P. O. Myhand, West Point, Ga.

Bargain Sale in Soiled and Shelf Worn Books.

One Railroad Claim Book containing 100 sets for loss of weight in transit and index. \$1.50 and postage. Order "Special 411-A."

Two Railroad Claim Books containing 100 sets of claim blanks for overcharge and index. \$1.50 each and postage. Order "Special 411-E."

Clark's Double Indexed Car Register—One copy of a quick index to records of all cars handled \$1.75 and postage. Order "Soiled 42."

One Double Indexed Car Register, used to advantage by receivers and carlot shippers. Through its use any car may be found instantly. The double pages are ruled vertically so as to provide a column for each digit. This form contains space for 12,000 cars. Order "No. 40, Special," price \$1.25.

Gold Bricks of Speculation, a study of speculation and its counterfeits and an exposé of the methods of bucketshop and "Get-Rich-Quick" swindles. This book contains chapters on Bucketshops; Methods; and the Bucketshopper; The E. S. Dean swindle; History of the Franklin Syndicate; Advance Information Buros and Brokers; Advisory and Discretionary Brokers; Pools, Syndicates, Combinations, etc.; Floating the Stock of Corporations; Turf Swindles, or "Playing the Races" and Book-making by Proxy; Fake Trade Journals; The "Sucker" List; The "Fake" Mercantile Agency; "Fake" Banks and Bankers and How References Are Sold; The "Convenient" Stock Exchange; General Ignorance of Exchange Methods; Commercial Exchanges; Chicago's Growth as a Grain, Provision and Seed Market; "Futures"; Speculation; Speculation vs. Gambling; Produce and Cotton Exchanges in Their Own Defense; Market Quotations, their uses and abuses; The Duties of Exchanges; Press, Banks, and of the Government. We have four of these interesting books soiled from display, written by John Hill, Jr., of the Chicago Board of Trade, which we will send on receipt of \$1.00 each and postage to carry. (Weight four pounds.) Order "Gold Bricks of Speculation, special."

GRAIN DEALERS JOURNAL,
309 So. LaSalle St., Chicago Ill.

Field and Grass Seed Trade Directory

ATCHISON, KANS.

Mangelsdorf Seed Co., The, wholesale seeds

BALTIMORE, MD.

Wm. G. Scarlett & Co., wholesale seed merchants.

BUFFALO, N. Y.

Whitney-Eckstein Seed Co., wholesale seeds.

CHICAGO, ILL.

Barkemeyer Grain & Seed Co., field seed dealers.

Dickinson Co., The Albert, seeds.

Johnson, Inc., J. Oliver, seeds, humus, etc.

CINCINNATI, OHIO.

McCullough's Sons, The J. M., field and garden seeds.

COBURG, IOWA

McGreer Bros., whlse. seed corn our specialty.

CONCORDIA, KANS.

Bowman Bros. Seed Co., field seeds.

COUNCIL BLUFFS, IOWA.

Ouren Seed Co., wholesale seeds and grain.

CRAWFORDSVILLE, IND.

Crabbs Reynolds Taylor Co., grass and field seeds. Crawfordsville Seed Co., seed merchants.

INDIANAPOLIS, IND.

Indiana Seed Co., field seeds.

KANSAS CITY, MO.

Rudy-Patrick Seed Co., field seeds.

LOUISVILLE, KY.

Hardin, Hamilton & Lewman, grain and field seeds. Louisville Seed Co., clover and grasses.

MILWAUKEE, WIS.

Courteen Seed Co., field seeds. Kellogg Seed Co., field and grass seeds. North American Seed Co., wholesale grass & field seeds. Teweles Seed Co., L., seed merchant.

MINNEAPOLIS, MINN.

Dickinson Co., The Albert, seeds. Minneapolis Seed Co., field seeds.

NEW YORK, N. Y.

Nungesser-Dickinson Seed Co., wholesale seed merchants.

ST. LOUIS, MO.

Mangelsdorf & Bro., Ed. F., wholesale field seeds.

ST. PAUL, MINN.

Jameson Hevener Co., shippers of field seeds.

TOLEDO, OHIO.

Crumbaugh-Kuehn Co., wholesale field seeds. Hirsch, Henry, wholesale field seed. Toledo Field Seed Co., The, clover, timothy.

J. OLIVER JOHNSON, Inc.
TURF SPECIALIST
SEEDS—HUMUS—EQUIPMENT
1805-17 MILWAUKEE AVE.
CHICAGO

COURTEEN
Seed Company
Weekly Price List on Request.
Milwaukee, Wis.

OUR WEEKLY REVIEW
Gives a brief summary of trading and latest news of the World's Largest Seed Market.
SOUTHWORTH & CO. TOLEDO, OHIO
"Alive Since 1881"

Please send the Journal. I do not care to miss any more.—H. G. Ferguson, Hutchinson, Kan.

SEEDS FOR SALE—WANTED

NUNGESSER-DICKINSON SEED CO.
New York, N. Y.
BUYERS AND SELLERS
Clover and Grass Seeds

MINNEAPOLIS SEED CO.
MINNEAPOLIS MINN.
We are Buyers and Sellers,--TIMOTHY-CLOVERS-MILLETS
Grass Seeds and Seed Grains
Send samples for bids Ask for samples and prices

The Mangelsdorf Seed Co.
Sweet Clover, Alfalfa,
Soudan Grass, Millet, Rape.
ATCHISON KANSAS

RUDY PATRICK SEED CO.
BUYERS AND SELLERS
Alfalfa, Sweet Clover,
Sudan, Millet and Cane
KANSAS CITY, MO.

BAG LOTS OR CAR LOTS
Red Clover Sweet Clover
Timothy Alfalfa
Seed Corn
And all other field seeds.
Write for samples and quotations.
Barkemeyer Grain & Seed Co.
332 So. La Salle Street
Chicago, Ill.

SEEDS

Clovers, Timothy Grass
Seeds—Seed Grains—
Fodder Corn—Millets—
Alfalfa—Minnesota
Grown Seed Corn.

Vegetable—Flower—Lawn Seeds

NORTHROP, KING & CO.
Minneapolis, Minn.

Crabbs Reynolds Taylor Company
CRAWFORDSVILLE, INDIANA
Buyers and Sellers
CLOVER AND TIMOTHY SEED—GRAIN

OUREN SEED CO.
Council Bluffs, Iowa
Buy and Sell Red, White and Alsike
Clovers, White and Yellow Blossom
Sweet Clover, Alfalfa, Red Top, Blue
Grass and all Seed Grains

WHITNEY-ECKSTEIN SEED CO.
Wholesale Seed Merchants
BUFFALO, N. Y.
CORRESPONDENCE INVITED

J. G. PEPPARD SEED COMPANY
Buyers **SEEDS** Sellers
Correspondence Invited Kansas City, Mo.

ED. F. MANGELSDORF & BRO.
Buyers and Sellers of Sweet Clover, Alfalfa, Clovers, Timothy, Grasses, Fodder
Seeds, Sudan Grass, Soy Beans, Cow Peas
First and Victor Streets St. Louis, Missouri

The J. M. McCullough's Sons Co.
BUYERS—SELLERS
Field and Garden Seeds
Cincinnati - - - Ohio

The Toledo Field Seed Co.
Clover and Timothy Seed
Consignments solicited Send us your samples
TOLEDO, OHIO



CRAWFORDSVILLE SEED CO.
FIELD SEEDS
CRAWFORDSVILLE, INDIANA

North American Seed Co.
WHOLESALE GRASS & FIELD SEEDS
Milwaukee, Wisc.
"THE HOUSE OF QUALITY"

HENRY HIRSCH
Wholesale Field Seeds
Clover—Alsike—Timothy—Alfalfa
Our Specialty
All Other Field Seeds
Toledo - - - Ohio

GRASS AND CLOVER SEEDS
RECLEANED & REFINED
For Field, Lawn or Golf
THE ALBERT DICKINSON Co.
Headquarters to the Trade
PROPRIETORS AND DISTRIBUTORS OF THE PINE TREE BRAND
CHICAGO
"THE MARKET PLACE"

If What You Want you see advertised, tell the advertiser. If Not--Tell the Journal

Your Interest in Dependable Railroad Service

GRAIN Shippers must have good and adequate railroad service. When they cannot get cars promptly they suffer heavy losses.

The railways are making tremendous efforts and large expenditures to improve their properties and to increase the number of locomotives and cars to expedite the forwarding of all products.

For many years "car shortages" made it impossible for many shippers of grain, seeds and feed-stuffs to forward products sold within the contract time. These conditions existed chiefly because of unwise and restrictive legislation and regulation.

How Railroad Development Declined

From 1907 to 1914 the railways bought an average of more than 130,000 freight cars each year. Freight cars, like other vehicles, wear out. In these years the railways "scrapped" an average of 80,000 cars a year. **The average increase in the number of cars in service was 50,000 a year.**

Then restrictive regulation greatly slowed down railway development. From 1914 to 1921 the average number of new freight cars bought was 79,000 a year; the average number retired, 74,000 a year. **Therefore, in these years the average increase in the number of freight cars was only 5,000 a year.**

Do you wonder that when the increase in freight cars declined from 50,000 to 5,000 a year there were "car shortages"?

Locomotives: From 1907 to 1914 the railways bought 3,100 new locomotives a year, and "scrapped" 1,600 a year. **The increase in locomotives was 1,500 a year.** From 1914 to 1921 they were able to buy an average of only 1,700 locomotives a year, and had to retire 1,450. Therefore, the average increase in locomotives was only 250 a year. **This was only one-sixth as great as the yearly increase up to 1914.**

The production and commerce of the country continued to grow as before. The railways could not meet the demands made upon them because they were not able to increase their freight carrying capacity.

The framers of the Transportation Act of 1920 saw this decline in railway development must stop. Otherwise the products of the farm, the factory and the mine could not be carried to market. A paralysis of business and a great national disaster would result.

Therefore, Congress provided in the Transportation Act that the Interstate Commerce Commission in regulating rates and the "fair return" the railways should be allowed to earn must "give due consideration to the transportation needs of the country and the necessity of enlarging railway facilities in

order to provide the people of the United States with adequate transportation facilities."

Transportation Act Revives Railroad Development

The railways have not earned the "fair return" to which the Commission says they are entitled. The western roads earned only $3\frac{1}{2}$ per cent on their valuation in 1921, 4 per cent in 1922, and $4\frac{1}{2}$ per cent in 1923, although the Commission says they are entitled to $5\frac{3}{4}$ per cent.

But railway managers and investors believed Congress and the Commission meant what they said. They believed the public would support the policy of enabling the railways to earn enough to provide the public with adequate transportation.

Therefore, investors supplied and the railway managers invested over 400 million dollars in 1922 and over one billion dollars in 1923 for new cars, locomotives and other improved and enlarged facilities. The Joint Commission of Agricultural Inquiry of Congress estimated in its "Transportation" report in 1922 that the railways should invest 750 million dollars a year.

The railways are doing what Congress and this Congressional Commission said they should. **They placed in service in 1923 almost 200,000 new freight cars, and almost 4,000 new locomotives.** These new cars and locomotives alone cost almost 700 million dollars.

Freight business in 1923 was the largest in history. Mainly owing to the new equipment bought and other improvements made, the railways handled this vast business with practically no "car shortages" or serious delays. Unlike previous years of large business, grain shippers suffered practically no loss from "car shortages."

What Radical Legislation Will Do

Do the shippers want a continuance of this kind of service? Of course they do. But radical legislation is being advocated which would frighten investors away from the railways and stop the investment of new capital in them. This would stop their development and cause a return of long and serious "car shortages" and resulting heavy losses to producers and shippers.

This is one of a series of advertisements published to give shippers authentic information about railroad matters. Any questions that you would like to ask will be cheerfully answered. Address:

Western Railways' Committee on Public Relations

650 Transportation Building, Chicago, Illinois

S. M. FELTON, President,
Chicago Great Western Railway,
L. W. BALDWIN, President,
Missouri Pacific Railroad Co.,
RALPH BUDD, President,
Great Northern Railway,

H. E. BYRAM, President,
Chicago, Milwaukee & St.
Paul Ry.,
W. H. FINLEY, President,
Chicago & Northwestern
Railway,

HALE HOLDEN, President,
Chicago, Burlington & Quincy
Railway,
J. E. GORMAN, President,
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Illinois Central Railway,
Missouri-Kansas-Texas Lines,
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GRAIN DEALERS JOURNAL

309 South LaSalle Street, Chicago, Ill., U. S. A.
Charles S. Clark, Manager

Published on the 10th and 25th of each month in the interests of better business methods and improved handling facilities for progressive wholesale dealers in grain and field seeds.

SUBSCRIPTION RATES to United States, semi-monthly, one year, cash with order, \$2.00; single copy, 15c.

To Foreign Countries within the Postal Union, prepaid, one year, \$3.00; to Canada and Mexico, prepaid, \$2.50.

THE ADVERTISING value of the Grain Dealers Journal as a medium for reaching progressive grain dealers and elevator men is unquestioned. The character and number of advertisements in each number tell of its worth. If you would be classed with the leading firms catering to the wholesale grain trade, place your announcements in the Journal.

Advertisements of meritorious grain elevator machinery and supplies and of responsible firms who seek to serve grain dealers are solicited. We will not knowingly permit our pages to be used by irresponsible firms for advertising a fake or a swindle.

LETTERS on subjects of interest to those engaged in the grain trade, news items, reports on crops, grain movement, new grain firms, new grain elevators, contemplated improvements, grain receipts, shipments, and cars leaking grain in transit, are always welcome. Let us hear from you.

QUERIES for grain trade information not found in the Journal are invited. Address "Asked-Answered" department. The service is free.

CHICAGO, FEBRUARY 25, 1924

GRAIN POOL promoters do not seem to be discouraged by the activities of the opposition, but keep right on pulling in the suckers. The laws of the land seem to provide no just punishment for swindlers of this type.

UNIFORMITY of feed registration blanks and uniform labels for feedstuffs in different states is likely of accomplishment in a few years, greatly aiding the manufacturer. A recent bulletin by the Millers National Federation shows that 33 states have approved the uniform labels.

EVERY ELEVATOR operator will enjoy reading the "High Cost of Demagogy" published at the close of the report of the Secretary of the Missouri grain shippers Ass'n. After you have read it a second time take it down to your local newspaper and have it printed in long primer leaded.

INCOME TAX REPORTS for 1923 must be filed on or before March 15th. If you object to wasting your time telling the Washington bureaucrats all about your private affairs that are dead, past and gone, take it up with your representatives in Congress. They are responsible for the laws.

AGRICULTURAL COLLEGES are making use of the radio to broadcast practical suggestions on farm operation and management and doubtless these broadcasting stations open up a splendid avenue for more friendly relations with the farmers and should lead to a clearer understanding of the functions of central grain markets.

FOR enforcement of the grain futures act Congress now has a bill before it appropriating \$104,460; but if anyone has been benefited 104 cents worth by regulation of the grain exchanges let him stand up and be counted.

AFTER YOU have read the address of the president of the Tri-State Grain Shippers Ass'n at its annual meeting last week, write us how in your estimation any live progressive grain merchant could become engulfed in such a muddled mass of misinformation. No one who is familiar with the facts will be misled by his sophistry.

INDORSEMENT of the McNary-Haugen bill with its socialistic price-fixing purpose, by high officials of the northwestern railroads, must spring from their hearts rather than their heads. It is gross assumption to believe wheat prices will be fixed higher under the law. Was the fixing of freight rates by the state and federal government of any benefit to the railroad companies?

ALTHOUGH MANY farmers are beginning to resent the various impractical plans of Congress for helping the farmers, it remains for President Gustafson of the Minnesota Farmers Grain Dealers Ass'n to resent the eternal cry of "Help the Farmer." Mr. Gustafson says the farmers are eminently capable of taking care of themselves and do not solicit either the sympathy or the support of politicians who are seeking their votes.

DID YOU JOIN the Association to Restore Free and Unrestricted Grain Markets, the organization without fees or dues which was advertised on the outside front cover of the Journal for February 10th? In the interest of better conditions for your business and for grain producers you should not only join, but get everybody to join. Convince Congress that citizens generally are weary of their persistent interference with business and will welcome early relief.

THE WAR closed over five years ago, yet Congress seems determined to discourage thrift and industry and to check enterprise by the indefinite continuation of heavy war taxes. So long as burdensome taxes are levied on business they must be passed on to the consumers through the medium of increased prices for commodities. Are you willing to let posterity contribute something to the cost of the war or do you insist upon paying it all now. Tell your Congressman about it.

TRADE information is collected and disseminated unlawfully when limited to members only of an ass'n, in linseed oil, lumber, coal, etc., in the view of the attorney-general, who has opined that the collection and dissemination is lawful when done by some agency such as the department of commerce, giving the information to the general public, to buyers as well as sellers. Giving information to the general public, to both buyers and sellers, on prices, movement and stocks of grain, is just what the organized grain trade has been doing for years; but where is its halo? Nothing but the Capper-Tincher law has been enacted for its recognition.

SO MANY grain receiving firms have discontinued business during the past year, it is well for shippers to keep in touch with their favorite receivers and promptly advise them of every shipment so as to avoid unnecessary delay and demurrage in handling.

SOUTH DAKOTA'S proposed grain storage law continues to receive merited opposition from the farmers and grain elevator operators of that state. At present the law seems to have little chance of favorable consideration at the referendum next November, but it is evident that the grain merchants of the land do not propose to forget it and let it stand by default.

GRAIN SHIPPERS everywhere will find much delight in reading the judgment of \$429 given an Oklahoma shipper against a railroad which delayed his grain in transit an unreasonable time. Shippers who have been disposed to compromise claims of this character for 50% will now feel more like insisting upon the full amount of their loss as shown by the recorded markets day shipment did arrive and the day it should have arrived.

INCOMPETENTS who have failed to make expenses in the farming during recent years should go into other lines. Any paternalistic attempts on the part of the Government to coddle the grain producer will help only to entice him to venture where greater grief awaits him. Unwilling to analyse the convincing proof of his own experiences, the farmer accepts without inspection every wild remedy that places the blame for the distress he feigns on some person or class other than himself. Merchants have been failing at the rate of about 20,000 a year, but Congress does not offer, neither is it asked to help out the bankrupts. Why?

GRAIN DEALERS generally are high-minded and fair dealing, but occasionally one is found who does not hesitate to indulge in practices to the disadvantage and loss to those whom he succeeds in ensnaring. The chronic sharp trader is generally well advertised by his shrewd practices so that those who are willing to profit by the experiences of their brother dealers are able to avoid being caught. It pays to read closely and keep posted. Persistent inquiry discloses the fact that many dealers lose heavily by attempting to do business with irresponsible dealers who have previously been reported by many others. It is much better to investigate strangers than to sacrifice a few hundred dollars to learn about them.

MEMBERSHIPS as assets in bankruptcy have had their position clarified by the decision of the United States Supreme Court published elsewhere in this number of the Journal. Both parties to this suit, the Chicago Board and the trustee in bankruptcy, have had their contentions in part sustained. From the standpoint of general creditors it is welcome news that memberships are property transferable to the trustee in bankruptcy; while from the viewpoint of the members it is equally gratifying that such transfer can be made only as provided by the rules of the exchange, including the principle that directors may refuse transfer until debts to members are paid.

IF THE McNary-Haugen bill is ever enacted into law the farmers will rebel when offered script for their grain as is provided in the law. While many farmers have been endorsing this ridiculous bill, no grain grower who has been known to read the bill carefully has had one good word to say for it. It is absolutely impossible either from a farmers or from a grain dealers standpoint. The radicals have simply run wild.

IT HAS LONG been a practice common with corn handlers to mix old corn with new at the beginning of the movement of a new crop so as to reduce the danger of heating of corn shipments or of corn stored in large bins, but a Minnesota dealer at the Tri-State meeting last week recommended a new practice. That is, that wet corn be mixed with dry oats for the purpose of reducing the moisture in the corn and increasing the weight of the oats. While such a practice would require a simple separation before shipment, it would surely result in a profitable transfer of moisture.

GOOD SEED CORN seems to be very scarce in all parts of the country and each gathering of grain dealers discloses a scarcity of seed corn which will grow and produce a desirable crop. The Ohio Agricultural Experiment Station in a recent bulletin warns against corn being selected from crib for planting as germinating tests have proved it to be unfit for such purpose. It seems that the freezing of corn before it was dried has made feed of large quantities of what promised to be most acceptable seed. Grain dealers owe it to themselves and farmer patrons to warn them against planting any corn this season without first conducting careful germinating tests. A letter to your farmer patrons asking them how much surplus seed corn they have which they *know* will grow would place you in an advantageous position to help those who have no seed corn which will grow.

FILING of its appeal to the U. S. Circuit Court of Appeals by the Minneapolis Chamber of Commerce today against an order by the Federal Trade Commission depriving the exchange of control over its own quotations and nullifying the "commission rule" will afford a test of the extent to which socialistic ideas are undermining property rights in this country. In different suits the right of the Chicago Board of Trade to control its own quotations has been sustained; and several years ago in a prosecution by the U. S. Department of Justice the "call rule" section of the Board's commission rule was held valid. If therefore, now, the courts give any assistance to the aggregation of busy-bodies known as the Federal Trade Commission in their attempt to break down an organized market, we will know that the courts are being influenced by the agitators just as was the Supreme Court of the United States to accept as a matter of fact the false statement in the last edition of the Capper-Tincher bill that speculation on the Board of Trade was affected with public interest sufficiently to be subject to regulation. The original order against the Minneapolis Chamber was published in the Journal Jan. 25, page 126.

EVEN-WEIGHT PACKAGES have become such a common aid to easy business that it is being used in an increasing number of lines of trade with satisfaction and benefit to all interested. The even-weight package obviates the necessity of breaking bulk, and saves time and labor; but unless all packages are carefully weighed, trouble is likely to result for the packer.

WHILE ALL of the associations are suffering losses of members from various causes, the need of the trade association is greater than ever and more can be accomplished now through association effort than ever before, but when the secretaries find it necessary to give most of their time to getting members and collecting dues, they have not much time left to use the associations influence in the promotion of better business conditions.

LEASES FOR ELEVATOR SITES on railroad right-of-way which attempt to compel the lessor to assume any responsibilities foreign to his own business are unfair, unreasonable, and should not be signed under any condition. The many attempts of railroad attorneys to unload the carriers' responsibilities and liabilities upon elevator operators who sign leases without reading them is outrageous.

GRAIN SHIPPERS as a rule will agree heartily with Mr. Morris who told the Missouri grain shippers that prompt transportation service was really of far more importance to producers and shippers than lower freight rates. Lower freight rates can not be obtained until the Adamson 8-hour law is repealed and wages reduced. The losses suffered by many grain shippers in the past owing to car famines, congestion and delay of their shipments, was often more in a month than the freight they paid in several years. It is far more important to everyone concerned that sufficient transportation be obtainable when needed than that grain be transported for 10% less than existing rates. An ample supply of good cars and plenty of locomotives to expedite their movement to destination when loaded, is the thing demanded and needed by grain shippers generally.

CLEAN WHEAT is the prime object of a new campaign launched by the agricultural colleges and marketing agencies of the spring wheat states. The purpose is to have all wheat cleaned thoroughly on the farm so as to avoid the heavy dockage for foreign matter contained which is fully explained in our report of the dockage on wheat arriving in the Minnesota terminals during the crop year ending August 31st, 1923. Dirty seed and dirty soil have contributed largely to small returns from spring wheat acreage. All farmers would profit largely by cleaning their wheat before taking it to market or else by having the elevator man clean out the foreign matter and return it to him as is a common practice with the millers of Ohio, Indiana and Michigan. Cleaning in advance of shipment not only reduces the cost of transporting wheat to market, but also results in a better price being obtained for the wheat. Grain dealers everywhere can well afford to make an earnest effort to induce farmers to place their grain in prime merchantable condition before offering it for sale.

MANY FARMERS are failures only because farming is a business requiring intelligent management. Bankers who also run farms state that it takes more brains to run a farm than to run a bank. Test of the millions of men drafted for the U. S. Army showed that only 4 per cent had the ability to direct an enterprise; and probably the men on the farms are not more intelligent, so that grain dealers who come into touch with grain growers owe them the duty of inquiring into their practices with a view to making suggestions that will lead the farmer into more profitable paths.

Winning the Farmers.

Elevator operators would not be so frequently maligned and misrepresented by pool promoters and other agitators if they conscientiously made a more earnest effort to win the confidence and good will of their farmer patrons. Invariably the agitators and promoters who profit so largely by traducing established grain merchants and established methods of marketing grain are strangers to their auditors, but by feigning sympathy with the farmer who has long been looked upon as the most independent individual, these loud shouters gain the confidence and support of the bucolics and prejudice them against the established grain elevators and their operators. Few of their statements are true. Some of them may have been founded on moth-eaten rumors, but so long as these false charges help them to attain their purpose, they will not hesitate to repeat wild stories which the farmers should know are groundless.

No agitator or promoter who has sought to interest the grain grower in marketing problems has succeeded in establishing his right to be known as a "Friend of the Farmers." Every elevator operator is far more entitled to the unrestricted use of that slogan than all the selfish promoters combined. If the elevator operators would conduct a methodical campaign by mail they could establish friendly relations with their farmer patrons that would not be so easily broken down by traveling agitators, who are paid a most generous commission for misleading the farmers of their assigned territory. Country elevator operators can do much to protect their farmer patrons from these traveling vampires by sending occasional letters about business conditions and business relations to their patrons.

While it is generally poor policy to fight a competitor with abuse, that seems to win in the case of the agitators and the pool promoters when coupled with sympathy for the farmer. The agitators who were promoting the fifty odd farmers associations and the political pot boilers who are drafting antagonistic legislation at their behest are doing more to destroy the grain markets and thereby increase the cost of marketing the farmers grain than all other influences have done for many years past. Unfortunately for the grain grower, the grain merchant, and business generally, these demagogues have profited largely by misrepresentation and thereby misleading the very men they pretend to be helping. It is high time the grain merchants of the land stirred up a counter-agitation in the hope of informing their patrons correctly as to the selfish motives of the promoters.

To Obtain More Political Places.

According to the "Press Service" of the U. S. Dept. of Agri., the gentlemen who gave their time to go to Washington recently at the behest of the Dept., recommended a lot of things that are not needed and are not wanted. We feel certain that the nauseating flattery and praise sent to the press was not signed by the members of the committee.

More frequent grain crop reports are not near as desirable as more reliable reports and until the crop reports are improved, their more frequent issuance will simply add to the present confusion. It is not expected that the pap suckers in Washington will ever reach a limit of satisfaction in the number of sinecures maintained in any department.

Now the publicity man insists that the Dept. was urged to expand its market service by telegraph wires, radio and the issuance of reports "of intentions of farmers to plant." Reports on the intentions are pure speculation, valueless, and put the work of the Bureau of Crop Estimates in a ridiculous light.

Separating the reports on durum and other varieties of spring wheat is a good suggestion and should have been acted upon long ago.

Reports on importations of Canadian wheat and the amounts ground in bond is without the province of the Dept. of Agri. and has no connection with the reports on crops grown in the United States. The importation and the grinding of wheat are matters of commerce and without the province of the Dept. of Agri.

The recommendation that the Dept. endeavor to gather and publish periodically all available facts relating to the demand at home and abroad for American grain and grain products is pure piffle. Our exporters depend upon the firm bids of European buyers for reliable information and they would not take the trouble to peruse the speculations of the department's bureaucrats.

The extension of crop service to all grain producing lands would necessitate the employment of another army of loafers in the department. Taxpayers who are willing to pay the bill no doubt will object.

Another recommendation credited to the committee by the notorious press service of the department is "That consideration be given to the possibility of establishing a price record on farm crops that will reflect more closely than does the present record, the actual prices being received by farmers in the main surplus producing sections as distinguished from regions where consumption exceeds production." That paragraph was framed by a man who never even heard of the grain business.

Now the difference in varieties and grades of grain and the distance from central markets, as well as the fact that local millers generally can afford to pay more for grain for grinding than the dealer can pay for shipment, makes such comparisons of no value whatever. The proposition is just one more of those wild impractical theories which seems to permeate every bureau, Commission and department at Washington.

Then again the department is ambitious and says this committee recommended "that the

activities of the department relative to the collection of data outlined be continued along the lines of frequent reports on milling consumption, analysis of transportation bearing on both movement of grain and grain products, frequent statements of elevator and mill stocks, and the actual movement of grain through local elevators to the terminals." To start with, this is also outside the province of the Dept. of Agri. and if the government were to collect such information it should be done by the Dept. of Commerce. However such information is now being collected by the grain exchanges, the railroads and the commercial press with far greater accuracy than could ever be expected of the bureaucrats. The department seems to have taken advantage of the appearance of men interested in the grain business at Washington to put a lot of things in their mouths about the activities of the department which no sane grain merchant would either recommend or endorse.

More reliable information about acreage, condition of growing grain and yields would be most welcome, but the many extensions of the department's activities outlined by the press bureau are foreign to the needs of the country and outside the province of the Dept. of Agri.

Trespassers Beware.

According to a decision of the Supreme Court of Oklahoma which is published elsewhere in this number, customers or others who venture onto the working floor of the elevator do so at their own risk. Generally the grain dealer provides an office for the transaction of business and by labeling with the word "OFFICE" he gives notice to the world at large that in case they want to do business with him they should come there. Some dealers go further by posting warning signs in their driveway, "Boys, Keep Out." Others post large placards at the entrance of their working floor reading: "Trespassing forbidden." With such a sign posted in the elevator, no court would be likely to grant damages to an injured visitor who had ventured onto the working floor in defiance of the warning signs. Such precaution not only is likely to reduce the number of accidents, but also reduce the number of lawsuits and relieve elevator operators of a world of worry.

Reducing the Fire Hazard and the Cost of Insurance.

If elevator operators who are desirous of reducing their fire losses will turn to the last reading page of this number and study the causes of 1,314 fires suffered by the Grain Dealers National Mutual Fire Insurance Co. they will learn of many prolific fire producers. Lightning rods are known to give perfect protection against lightning, yet 314 grain elevators insured in this company were set on fire by lightning with the result that the company paid losses to the amount of over \$200,000. Wood shingles are known to offer a very warm reception for locomotive sparks, yet grain elevator owners persist in covering their elevators with wood shingles with the result that this

company paid losses on 143 elevators to an amount in excess of \$360,000.

If you are willing to help reduce the cost of insurance, you can do it most effectually by correcting known fire hazards. The 21 years' experience of this company is worth careful and thoughtful study by every elevator owner who desires reductions in fires and insurance cost earnestly enough to profit by this experience.

Elevator Operator Not Liable for Injury of Patron.

The Supreme Court of Oklahoma on Dec. 18, 1923, denied a hearing of its decision reversing the judgment of the lower court in the suit by Mattie F. Plowman against the Chickasha Milling Co.

James Plowman, a farmer, drove up to the elevator at Hastings, Okla., with a load of oats, but after waiting 20 or 30 minutes went into the elevator to investigate the cause of the delay. Hearing one of the employees down in the basement he stooped down to yell at him, close to the elevator leg, which was running, and in rising lost his balance and thrust his hand against the moving buckets, at a place where the leg casing had been removed. He said: "I caught hold of the elevator, and caught my hand in the cups." When he reported his injury he was taken to a doctor for treatment; but blood poison followed and he died.

The widow brought suit and was given damages of \$10,000, on the allegation that it was negligence to leave an opening of 18 to 20 inches in the casing about 2 ft. from the floor, unprotected and unguarded.

The defense was that the injury was due to Plowman's carelessness and negligence, and that his death was due to improper care and treatment.

The Supreme Court decided in favor of the elevator company because the floor where the legs stood was for employees and not for customers.

The court said: Plowman's work is unloading his grain, or in making inquiry about when he could unload the grain, did not by any means bring him within the danger zone of the elevator belt and metal cups. Their danger zone was limited to a very small space. At most, such danger zone was not more than 12 inches square, and was inclosed within the walls of the elevator leg and was exposed only on one side to the extent of about 20 inches. It was not such a dangerous agency as could escape from its confines. There was no contention that it had broken from the shaft. There was not a chance to come in contact with it, unless by some means it was reached thru the opening in the leg. All that was necessary for a person to do to protect himself from it was not to put any part of his person into the opening. Just how plaintiff's intestate came in contact with it is not explained. We cannot suppose on the one hand that he purposely put his hand into the opening, but, on the other hand, it was not shown how the defendant was responsible for him getting his hand in contact with the cups. It is not easy to see how any one might anticipate that some person might get his hand caught by the cups.

The defendant had a right to locate the elevator leg in such a way as to be of practical use, and this was what had been done. The hole had been left to make repairs to the belt and cups, and, in so far as defendant's customers were concerned, it had a right to have the hole unprotected, for the reason that the portion of the elevator floor around about the leg was for employees and not for customers.

The natural thing for a customer to have done, when desiring to make inquiry of the defendant about conducting their mutual business, would have been to go to the office which was shown to be there in the elevator yard. No person, however thoughtful, could have anticipated that some customer would peer down the open hole looking for an employee. In doing that the customer might have gotten his head too close to the cups and been injured in the head. Could it be said then that the company was negligent because it did not so construct the leg that it would be impossible for a man to stick his head into the hole? We think not. Would the defendant be any more liable because the customer got his hand hurt when he was peering in the hole looking down the shaft, and, by some means, for which the defendant was not responsible, lost his balance, and stuck his hand into the hole in his effort to recover his equilibrium? We think not.—221 Pac. Rep. 476.

Asked— Answered

[Readers who fall to find information desired on any subject of interest to grain dealers should send us their query for free publication here. The experience of your brother dealers is worth consulting. Replies to queries are solicited.]

Recovery of Reciprocal Demurrage?

Grain Dealers Journal: Our railroad agent is a brother of the other elevator man and we have anything but luck in getting cars. What is the rule or law for collection of demurrage on car ordered?—W. H. C., Kansas.

Ans.: The Kansas law provides a penalty of \$5 a day for delay in furnishing car, and was published in full in the Grain Dealers Journal Apr. 10, 1918, page 569.

Suit must be brought within one year. In several different cases that have come before it this law has been sustained by the supreme court and the lower courts.

The latest decision of this law is that of the Supreme Court of Kansas on July 5, 1919, published in the Journal Sept. 10, 1919, page 448, giving the Offerle Grain & Supply Co., of Offerle, Kan., judgment against the A. T. S. F. R. R. Co. for damages of \$5 per day per car as penalty.

The old law of 1905 allowed only \$1 per day. The law was changed in 1905 and again in 1915.

It was supposed that in compliance with the law the shipper had to tender the freight charges in advance but he need not do so unless requested by the agent.

State demurrage acts do not cover interstate shipments, according to the Supreme Court of the United States in the case of C. R. I. & P. Ry. Co. v. Hardwick Farmers Elevator Co.

The deposit that may be required is one-fourth of the freight charges. The railroad company is allowed 3 to 10 days in which to furnish the cars, according to number ordered.

The rules for distribution of cars can be found in Docket No. 4833, Public Utilities Commission for the State of Kansas, issued July 20, 1923.

Form of Bond for Surrender of B/L or Expense Bill?

Grain Dealers Journal: What is a good form of bond to give the railroad company when presenting claims without the original paid freight bill or B/L?—D. Milligan Co., Jefferson, Ia.

Grain Dealers Journal: Following is copy of the bond of indemnity instrument which I use in my settlements with the railroad, and which I think fully covers all requirements, and, further, does not go further in this matter of indemnifying, than it should.

It is, of course, ridiculous to have to furnish indemnity bond in lieu of an original B/L, for instance, for S/O B/L must be surrendered before the consignee can receive the goods. But, as it expedites the settlement of the claims, I furnish them on demand and use the form herewith.—Owen L. Coon, Chicago, Ill.

In consideration of 192..
paying our claim No. R. R.
on car bill of lading for \$.....
without the presentation of the original paid freight
bill or bill of lading, which has been
the undersigned does hereby agree to indemnify
and protect the R. R., and its connect-
ing lines from any duplicate payment of
this claim arising out of the presentation of the
original paid freight bill or bill of lading.

Witness.

Terminal Grade on Local Contract?

Grain Dealers Journal: I herewith enclose sample of ticket of the Elevator Co., and would like to know if the clause in this ticket will hold where it says that the holder of the ticket must take delivery of the wheat at the elevator of the company or can he ship the car to terminal points and take the grade given by the inspector at this terminal point and then hold the elevator company on the terminal grade?

Can the elevator be held to terminal grades and weights on interstate shipments. For example: We ship a large amount of grain from our station which is in the State of Washington, to Portland, Ore. Can we be held and made to accept terminal weights and grades at this point in the absence of a contract to do so?—L. J. M.

Ans.: Altho, on its face, this warehouse receipt does not allow terminal inspection, yet it calls for the delivery at the local warehouse of a certain grade to the farmer on demand. If, and when, the grain is loaded into cars at the farmer's demand the question will arise as to whether the grade is as good as he hauled to the warehouse, so that if the warehouseman does not protect himself the farmer can allege that the grade was that found on arrival at the terminal and demand settlement of the difference in the value of the grades.

The warehouseman can protect himself by having an official inspection when the grain is loaded out of the warehouse. If the grain grades No. 1 when loaded out of the local warehouse and grades No. 2 on arrival at the terminal the loss falls on the farmer, as by the terms of the receipt the warehouseman guaranteed the grades only at the local warehouse and not at any other point.

If the warehouseman furnished local weights the farmer can not demand terminal weights.

When the warehouseman has placed on board cars at the local warehouse grain of the grade and weight called for by the receipt he has complied with the contract, and the grain is at the farmer's risk.

Brokers Ordinary Creditors?

Grain Dealers Journal: We sell grain for a number of shippers in the terminal and in other markets. We do not handle any drafts, as the shippers draw on the firm we sell to and pay us our brokerage around the first of the month following. Recently a grain firm failed and owed us brokerage earned by us in this manner. Are we preferred creditors, or do we come in just as an ordinary creditor?—Porter & Co.

Ans.: Brokers are ordinary creditors. If security has been given them, which is hardly ever the case, they have that advantage; or if they happen to be members of the same exchange, the rules which provide for a preference to members as against outsiders, they have a preference, but only pro rata with other members. Altho the transactions were closed and the fees accrued each day they remained an open account until paid.

Responsibility of Banks for Forged B/L.

Grain Dealers Journal: In the Journal of Feb. 10, page 159, is an article stating that banks are made responsible for authenticity of Bs/L. Will the Journal please advise authority covering this matter?—W. A. Hottensen, vice pres. W. M. Bell Co., Milwaukee, Wis.

Ans.: The paragraph on page 159 in question is supported by authority that goes even further than making the banks responsible for the authenticity of Bs/L. As will be seen by the

decision of the Supreme Court of Oklahoma published on page 33 of the Journal for Jan. 10, 1924, the law even makes the bank guarantee the quality of the goods. See also decision of the United States court, top page 165, of the Journal for Feb. 10, 1924, giving three commission firms \$23,000.

Bonds of Indemnity in Lieu of Original Paid Freight Bills or B/L.

Grain Dealers Journal: In the Journal of Jan. 10, page 31, is comment on the general release on railroad claims being a very bad practice. On our claims for loss or damage, the railroad has been insisting on and we have been giving a bond covering our inability to furnish the original B/L or freight expense bill, indemnifying the railroad company's costs and other expenses which may be incurred by reason of their paying the claim after our surrendering the original B/L or freight expense bill.

Our reason for giving these bonds without hesitation is that we could not see where we would be liable for any amount more than the amount of our claim and if we were liable we would have to pay it anyway.

What, if anything, could result in our giving this bond more than the amount of our claim or what, if anything, we would be liable for that we would not be responsible for if we did not sign the bond.—Ben Levy, Fort Wayne, Ind.

Ans.: This question is fully covered by Attorney Owen L. Coon in his "Bonds of Indemnity in Lieu of Original Paid Freight Bills or B/L," on page 161 of the Journal for Feb. 10, 1924.

Argentina?

Grain Dealers Journal: I have a friend who is interested in securing some knowledge of the handling of grain at Buenos Aires, South America. In fact, I think he has been offered a proposition to go to that country and I understand that the Journal can give me some information in regard to it and if so, will appreciate any information as to literature.—S. S. Carlisle, Omaha, Neb.

Ans.: Refer to the following issues of the Grain Dealers Journal:

July 25, 1918, page 135, "Wasteful Handling Methods in Argentina," an article made the more valuable by the use of photos.

Dec. 25, 1919, pages 1126-1127-1128, "Grain Handling in Argentina," by Edward H. Bingham, who is now in charge of the grain dept. of Penick & Ford, Cedar Rapids, Ia., and who traveled extensively in Argentina in the interests of the Corn Products Refining Co. His story is illustrated by photos.

Mar. 25, 1917, page 474, "Argentina Grain Handling," by F. A. Moore, Buenos Aires.

Jan. 10, 1919, page 55, "Primitive Methods," by V. L. Nigh.

Rollin E. Smith, in his "Wheat Fields and Markets of the World," The Modern Miller Co., St. Louis, has written two comprehensive chapters on Argentina as a wheat-country.

Laurel Duval, in his "The Production and Handling of Grain in Argentina" (from the Yearbook of Department of Agriculture for 1915), gives further information on the subject.

Leaking in Transit

Grain dealers can help brother sufferers in the collection of claims for loss by reporting to Grain Dealers Journal, for free publication, car initials, number, place, date and condition of car seen leaking grain in transit.

Recently we have received reports of the following leaking or bad order cars:

A. T. & S. F. 25543 passed south thru Barnes-ton, Neb., Feb. 19, leaking oats at end door.—L. M. Hicks, Root Grain Co., Kansas City, Mo.

C. C. & St. L. 46502 passed thru Richville, Mich., Feb. 2 leaking wheat at side of car. No chance to repair.—Richard Hoerlein.

C. M. & St. P. 502465 passed thru Hartley, Ia., Nov. 29, eastbound, leaking oats freely at drawbar.—Pavik Grain Co.

G. N. 126872 passed thru Antelope, Mont., Dec. 1, leaking wheat at doorpost, which was bulged and apparently broken. The car was from west of here, probably Scobey or Flaxville.—Farmers Grain & Lbr. Co.

THE simplest way to secure happiness
is to see that those around you are
happy.—G. K. Chesterton.

Chicago Board Members Have Prior Claim on Membership of Bankrupt.

The Supreme Court of the United States on Feb. 18 decided in favor of the Chicago Board of Trade in its suit against E. H. Johnson to have the value of the membership of Wilson F. Henderson distributed among members instead of as a part of the assets of a bankrupt.

Lipseley & Co. became insolvent in March, 1919, and owed members of the Board of Trade more than \$60,000. Henderson was pres. and principal stockholder, and his membership at that time was worth \$10,500, but when he posted the certificate for transfer other members filed objections with the directors as provided in the rules.

The district court and the U. S. circuit court of appeals decided against the Board of Trade.

Referring to Section 2 of Rule X of the Board of Trade, governing transfers, the Supreme Court said, "The effect of the rule is to warrant the directors in proceeding after 10 days to effectuate the transfer on the assumption that no one entitled opposes it. The objections of most of the petitioners herein were filed within 5 days after the petition in bankruptcy and the Board has never acted on the application for transfer. The objections are therefore valid.

"The lien, if it can be called such, can be asserted at any time before actual transfer.

"The claims of the petitioners amount to more than \$60,000 and these must be satisfied before the trustee can realize anything on the transfer of the seat for the general estate."

The court's decision is that a membership is personal property and passes to the trustee in bankruptcy. The trustee in bankruptcy can require the bankrupt to do all that the rules of the Board of Trade require, so as to place the membership at the disposal of the trustee.

The court denied the allegation by the Board of Trade that a seat is really only "a chose in action" as a debt to enforce the payment of which the trustee would have to bring an action against the debtor. Instead the membership passes automatically to the trustee in bankruptcy, WHEN THERE IS NO OBJECTION, as provided by the rule. The case of Barclay v. Smith, 107 Ill. 349, where the Supreme Court of Illinois held a membership was not property and which was cited as a precedent by Attorney Henry S. Robbins, for the Board of Trade, was rejected by the U. S. Supreme Court.

Unrestricted Trading.

The Ass'n to Restore Free and Unrestricted Grain Markets seeks a return to the old, competitive marketing methods by means of getting such changes in existing statutes as will allow speculative and investment trade for carrying the farmers' surplus of grain until consumers want it.

The Ass'n was organized at a meeting of twenty prominent grain men in conference at the Union League Club, Chicago, Feb. 6. A Chicago Executive Com'tee was formed and Adolph Kempner was appointed Chairman. He is now assisted by Edward Andrew, vice chairman; L. C. Brosseau, vice chairman; Jos. Simons, vice chairman; Jos. P. Griffin, Walter H. Vale, Jos. F. Jackson, Fred S. Lewis, A. F. Lindley, H. H. Lobdell, Jos. F. Lamy, E. D. Norton, E. F. Rosenbaum, J. K. Riordon, E. S. Sheehan, C. H. Sullivan, E. S. Westbrook, Ed. J. Young, Horace L. Wing, sec'y; R. P. Boylan, ass't sec'y.

Farmers, grain men, manufacturers, in fact anyone who is interested in the free, open, competitive grain markets' restoration, are depended

upon for membership. If you favor the normal functioning of our well regulated grain marketing places, write the Ass'n now at Room 80, Board of Trade Bldg., Chicago.

Volume of Transactions of Different Future Trading Exchanges.

As the first report of the kind just issued the U. S. Grain Futures Administration places Chicago first among the exchanges in the volume of trade in futures, with 795,617,000 bus. of all grains during the month of January. The Chicago Open Board of Trade comes next with 33,591,000 bus.; Minneapolis Chamber of Commerce, 33,174,000; Kansas City Board of Trade, 32,351,000; Duluth Board of Trade, 9,525,000; St. Louis Merchants Exchange, 9,037,000, and Milwaukee Chamber of Commerce, 3,195,000, total 916,490,000 bus.

Chicago Board of Trade transactions on wheat were 308,534,000, corn 425,449,000, oats 63,156,000, and rye 8,478,000 bus.; Chicago Open Board of Trade on wheat 17,657,000, corn 14,986,000, oats 948,000 bus.; Minneapolis Chamber of Commerce wheat 23,875,000, oats 5,308,000, rye 2,977,000, barley 319,000, flax 695,000; Kansas City Board of Trade wheat 13,179,000, corn 19,131,000, oats 41,000; Duluth Board of Trade wheat 5,595,000, rye 2,879,000, flax 1,051,000; St. Louis Merchants Exchange wheat 3,088,000, corn 5,949,000; Milwaukee Chamber of Commerce wheat 733,000, corn 1,395,000, oats 852,000, rye 235,000. This gave a grand total in wheat of 372,661,000 bus., corn 456,910,000 bus., oats 7,285,000 bus., rye 14,569,000 bus., barley 319,000 bus., and flax 1,746,000 bus.

Most of the wheat sold on the Duluth Board of Trade was durum wheat, Duluth being the only market trading in that variety of wheat.

Offers Extra Prize to Winners.

Canadian grain farmers received encouragement in developing unparalleled grain products when the Winnipeg Grain Exchange announced that it would contribute five hundred dollars for the prize to be awarded next year if a Canadian farmer succeeded in winning the championship. This announcement came as a result of an address made by Major H. G. L. Strange, who won the grand championship for wheat last fall, before a joint meeting of the Winnipeg Board of Trade, the Grain Exchange, and the Kiwanis Club at the Fort Garry Hotel in Winnipeg.

He said that altho a certain amount of business will result from the winning of a prize in the International Hay and Grain Show at Chicago, the expenses of taking samples to the show and lecturing and writing about the success afterwards was a rather serious impediment in the way of prospective entrants. He added that a sufficient prize put up by interested organizations would likely prove an inducement that would overcome this obstacle.

Coming Conventions.

Trade conventions are always worth while as they afford live, progressive grain dealers a chance to meet other fellows from the field of daily strife and to be convinced that the much maligned horns are truly mythical. You can not afford to pass up these opportunities.

Feb. 27, 28, 29. Farmers Co-operative Grain Dealers Ass'n of Kansas at Hutchinson, Kan.

Apr. 17, 18. Western Grain Dealers Ass'n at Cedar Rapids, Ia.

June 16, 17. Wholesale Grass Seed Dealers Ass'n at Chicago.

June 18, 20. American Seed Trade Ass'n at Chicago.

July 1, 2, 3. National Hay Ass'n at Cedar Point, O.

Sept. 22-23-24. Grain Dealers National Ass'n at Cincinnati, O.



Hi Loads a Car Long Sought without Coopering.

Crop Reports

Reports on the acreage, condition and yield of grain and field seeds, as well as on the movement to country markets, are always welcome.

Alden, N. Y., Feb. 11.—Crop of winter grain looks good to us at the present time.—O. C. Curtis Co.

Cashion, Okla.—Acreage in winter wheat here is 80% of last year.—E. L. Parker, mgr., Farmers Exchange.

Alva, Okla., Feb. 20.—Crop conditions here are very good. There is not much wheat in the farmers' hands at this time.—W. B. Johnston Grain Co.

Norway, Kan., Feb. 20.—Farmers around here are drifting away from wheat. Present prospects are not so good as last year.—Norway Elev. Co.

Sublette, Kan., Feb. 20.—Acreage sown to wheat last fall is about 60% of normal. Prospects around here are for about 85% of last year's crop.—O. M. Cowe.

Winters, Tex.—Most of the land about here is being planted to cotton on account of the low price of grain and the high price paid for raw cotton.—C. L. Green Mfg. & Grain Co.

Springfield, Ill., Feb. 20.—Wheat tops were frozen back by the January low temperature but the permanent damage is probably not extensive.—Clarence J. Root, Meteorologist.

Douglas, Okla.—The growing wheat crop is in good shape. Not many oats sowed yet on account of wet ground and cold weather.—F. E. Grim, mgr. Farmers Co-operative Elevator Co.

Springfield, Mo., Feb. 23.—The wheat acreage in southwest Missouri is smaller than last year but promises a good yield as fields are showing up fine.—Hodgson-Davis Grain Co., T. Lamphere.

Lodge Pole, Neb.—This territory produced the largest corn crop the past season ever known, since farming started here. More than 150,000 bus. have moved from this station since Dec. 1, 1923.—W. D. Russell, mgr. Lodge Pole Lbr. & Grain Co.

Springfield, Ill., Feb. 15.—Seed corn situation is very unsatisfactory with the probability of a scarcity in many counties. Testing is general. An unusual amount of disease is present and much corn is showing poor germination. The moisture content of corn, where not artificially dried, has continued high since last fall. Some damage reported to winter wheat in the north central and southeastern counties. Winter kill in the main wheat belt of the state is light up to date, but plant vitality has been lowered to some extent by the punishing weather of the past six weeks. Farm reserves of wheat are light.—A. J. Surratt, agricultural statistician.

Mid-Month Crop Report.

Washington, D. C., Feb. 19.—Unfavorable winter weather conditions with little snow cover and repeated freezing and thawing has resulted in damage to wheat generally thru the eastern, southern and middle western states. Portions of that country, here and there, particularly Maryland and Delaware, are not so hard hit. Michigan and Wisconsin have a good snow cover. The Minnesota and Montana crop is in good condition tho there is an unfavorable lack of snow cover. Wheat in Nebraska, Iowa, Kansas, and Missouri shows little damage from low temperatures and it is greening up in the southern sections of Missouri and Kansas. An unusually favorable season in Texas, Colorado and Oklahoma with plenty of moisture has kept the crop in good condition. Oregon and Idaho wheat shows good growth and color and little winter killing.

Rye and barley have been severely hurt in spots, but is in generally good condition except in Illinois and Indiana. Oats, except in Florida, have been generally killed and the re-planting to spring oats is now going on in the southern states. Corn planting is in progress in south Florida. Some of the wheat lands of Texas are being broken up for the planting of cotton.

The snowfall in the mountains of California has been light and much concern is expressed

relative to the supply of water for power and gravity irrigation. Idaho is also concerned over an impending shortage of irrigation water.—W. F. Callander, Statistician.

Crops Abroad.

The crop year is being changed for the present by the Canadian Board of Grain Commissioners from August 1st to July 31st, instead of from Sept. 1st to August 31st. During the past few years, especially in Manitoba, cutting begins much earlier than it used to, due partly to the effects of rust and partly to the planting of earlier maturing varieties of wheat. So, "for the purpose of statistics only," the present crop year will close on July 31, 1924.

There has been a slight decrease in the area sown to winter wheat for the 1924 crop in nine countries while a corresponding increase in the seeding of winter rye has been made in seven countries. The decrease is rated at 6.5 per cent as compared with sowings for 1923 when the nine countries reported about 60 per cent of the total world area for winter wheat seeding, excluding Russia. The acreage now planted to winter wheat in nine countries that last year had 60 per cent of the total winter wheat acreage in the Northern Hemisphere, excluding Russia, is placed at 65,184,000 acres as compared with 70,796,000 acres of last year.

Pooling Movement Loses Favor.

The heavy expenses of keeping up the pooling movement is causing it to lose favor with the wheat farmers, according to S. P. Weaver in a talk at the monthly meeting and dinner of the Spokane, Wash., grain and feed dealers.

He is quoted as saying: "Taken as an average over the country the farmer is paying from 12 to 14 cents a bushel for marketing when he belongs to a pooling organization. The pooling movement is only one of the attempts of the farmer to escape from the position in which he finds himself. Naturally, the farmer will vent his disgust at the grain dealer because the grain men are the actual ones that the farmer does business with, and, being human, the farmer looks with disfavor on the dealer. Growers are steadily dropping away from the pooling ass'ns. I venture to say in a section with which I am familiar only 40 per cent of the growers have stuck. I never joined the pools. I have sold my grain higher than my neighbors, and I believe any farmer who will keep his eyes open can make a better profit making his own market than in a pool.

The trouble with the pool is that the smart farmer is penalized by the mistakes of the stupid farmer. In the end the pools sell to the grain men, and the farmer bears the cost of gathering the wheat together instead of selling it to the buyers himself at several cents a bushel less cost than he does when it goes into the pool. Pools generally have a bad smell."

Letters

[Here is the grain dealers' forum for the discussion of grain trade problems, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal for publication. It may draw out the views of others.]

No Fixed Rate for Depreciation of Elevator Buildings.

Grain Dealers Journal: This office has no list of rates of depreciation covering "reasonable" depreciation as applied to grain elevator buildings, machinery in such buildings, office furniture, buildings that house drying machinery, and machinery in grain driers.

On the contrary, it is found impracticable for this office to prescribe any fixed, definite rate of depreciation which would be generally applicable to buildings, furniture, and machinery of the character found in grain elevator offices. Depreciation is allowed for exhaustion, wear and tear and obsolescence of property and excludes any idea of mere reduction in market value not resulting from wear and tear and obsolescence. The proper allowance for such depreciation of any property used in the taxpayer's trade or business is that amount which should be set aside by the taxpayer in accordance with a reasonably consistent plan (not necessarily at a uniform rate) by which the aggregate of such amounts for the useful life of the property in the business will suffice, with the salvage value, and having due regard for expenditures made for current upkeep, at the end of such useful life to provide in place of the property its original cost (not replacement cost), or its value as of March 1, 1913, if acquired by the taxpayer before that date.

In every instance, the amount of depreciation allowable depends upon the actual facts in the case, which determine whether the rate taken is reasonable or not. While the burden of proof must rest upon the taxpayer to sustain the deduction taken by him, such deduction will not be disallowed unless shown to be unreasonable.—Respectfully, J. G. Bright, Deputy Commissioner of Internal Revenue, by H. C. Armstrong, Chief of Section, Washington, D. C.

Hooking Vigo County Farmers.

Grain Dealers Journal: The promoters of the wheat pool claim to find much in the report of the tobacco pool to encourage them in hooking the farmers of Vigo county. It is impossible to make any satisfactory comparison

Daily Closing Prices.

The daily closing prices for wheat, corn, oats, rye and barley for May delivery at the following markets for the past two weeks have been as follows:

MAY WHEAT.												
	Feb. 11.	Feb. 13.	Feb. 14.	Feb. 15.	Feb. 16.	Feb. 18.	Feb. 19.	Feb. 20.	Feb. 21.	Feb. 23.		
Chicago	111 1/2	110 1/2	110 1/2	109 1/2	110 1/2	110	110 1/2	110 1/2	110 1/2	111		
Kansas City	105 1/2	104 1/2	104 1/2	103 1/2	104 1/2	103 1/2	103 1/2	103 1/2	103 1/2	104 1/2		
St. Louis	112 1/2	111	111	109 1/2	110 1/2	110	110 1/2	110 1/2	110 1/2	111		
Minneapolis	116 1/2	115	115	113 1/2	114 1/2	114 1/2	115 1/2	115 1/2	115 1/2	115 1/2		
Duluth (Durum)	109 1/2	107 1/2	107 1/2	106 1/2	107 1/2	107 1/2	108 1/2	108 1/2	109	109 1/2		
Winnipeg	104 1/2	103 1/2	103 1/2	102 1/2	103 1/2	102 1/2	103 1/2	103 1/2	103 1/2	104 1/2		
Milwaukee	111 1/2	110 1/2	110 1/2	109 1/2	111	109 1/2	110 1/2	110 1/2	110 1/2	111		
MAY CORN.												
Chicago	80 1/2	79 1/2	79 1/2	79 1/2	80 1/2	79 1/2	80 1/2	80 1/2	80 1/2	80 1/2		
Kansas City	75 1/2	74 1/2	74 1/2	74 1/2	75	74 1/2	75 1/2	75 1/2	75 1/2	75 1/2		
St. Louis	81 1/2	79 1/2	80 1/2	79 1/2	80 1/2	79 1/2	80 1/2	80 1/2	80 1/2	80 1/2		
Milwaukee	81 1/2	79 1/2	80	79 1/2	80 1/2	79 1/2	80 1/2	80 1/2	80 1/2	80 1/2		
MAY OATS.												
Chicago	48 1/2	48	48 1/2	47 1/2	48	47 1/2	48 1/2	48 1/2	48 1/2	48 1/2		
Kansas City	48 1/2	48 1/2	48 1/2	47 1/2	47 1/2	47 1/2	48 1/2	48 1/2	48 1/2	48 1/2		
Minneapolis	44 1/2	44 1/2	44 1/2	43 1/2	43 1/2	43 1/2	44 1/2	44 1/2	44 1/2	44 1/2		
Winnipeg	43 1/2	43 1/2	43 1/2	42 1/2	43 1/2	42 1/2	43 1/2	43 1/2	43 1/2	43 1/2		
Milwaukee	48 1/2	48 1/2	48 1/2	47 1/2	48	47 1/2	48 1/2	48 1/2	48 1/2	48 1/2		
MAY RYE.												
Chicago	73 1/2	73	73	72 1/2	72 1/2	71 1/2	71 1/2	71 1/2	72 1/2	72		
Minneapolis	66 1/2	65 1/2	65 1/2	64 1/2	65 1/2	63 1/2	64 1/2	64 1/2	64 1/2	64 1/2		
Duluth	70 1/2	69 1/2	69 1/2	68 1/2	69	68	68 1/2	68 1/2	68 1/2	68 1/2		
Winnipeg	71 1/2	71 1/2	70 1/2	69 1/2	70 1/2	69	69 1/2	69 1/2	70 1/2	70 1/2		
MAY BARLEY.												
Minneapolis	62 1/2	61 1/2	62	61 1/2	62 1/2	62 1/2	62 1/2	62 1/2	62 1/2	62 1/2		
Winnipeg	65 1/2	65	64 1/2	63 1/2	64 1/2	63 1/2	64	64	64	64 1/2		

between burley tobacco, which is grown in a small territory, and wheat, which is grown throughout the world, but the pool solicitors do it and get away with the farmers' money. Their argument is that "If the tobacco pool is able to boost the market for burley tobacco, all other pools should do as much for their members."

Of course, experience in marketing wheat through pools managed by self-selected agitators is sure to swell the marketing cost of every producer, but it will take several years before they get their eyes opened to the fact that the promoters are out to help themselves to the farmers' dollars and have no intention of either reducing the cost of marketing wheat or of attempting to increase the market price. Most of these sharks know full well they can not make good on their false promises. The lies they have circulated about the U. S. G. G., Inc., handling real wheat no doubt is very interesting to wheat growers, but does not carry conviction to those familiar with the facts.

Agricultural unrest seems to sweep the country with every new generation of farmers and usually is ripest just after a financial spree or depression. The average economist would advise the clothing merchant whose business had gone on the rocks to concentrate his attention to his own business and he might make a success of it. The same advisor would suggest to the miller whose business has gone to the dogs to give closer study to scientific milling and the marketing of his product. The successful merchant in any line knows full well that his success depends entirely upon his own ability, industry and initiative.

The pool promoters and political potboilers who are posing as friends of the farmers have nothing whatever to say about farming methods. They hesitate to denounce the idiotic practice of planting crops that give no promise of repaying the farmer for his time and labor. They know that millions of acres are

seeded to wheat each year that bring a return of less than ten bushels per acre and many fields of corn yield less than twenty bushels. They know that with intelligent farming the producer should get a greatly increased yield from the same acreage, but they hesitate to tell the farmer, because he is unwilling to take any of the credit for his present rundown condition. He will not thank the agitators to advise him about the scrubby stock he is breeding; his unsanitary feed lot; his great waste of fertilizer from feeding.

Bill Nye said, "It is not the things we don't know that hurts us so much as the things we know that ain't so."

When will the farmers awake?—Hoosier.

Fighting the Poolers in Oklahoma.

It used to be that Kansas was the focus of fallacies, political, social and economic, the home of sockless Jerry Simpson and Carry Nation; but its neighboring state to the south, Oklahoma, now is carrying away the honor of notoriety, of being swayed by the mob spirit carried by some invisible radio.

In some towns a negro can not stay over night, in some the Klan is supreme; but over most of the state the "poolers" have gotten the farmers so completely "sold" on the idea that it takes courage to stand up and defend the present marketing system.

W. M. Black, manager of the Farmers Union Co-operative Ass'n, does not propose to take a licking lying down. He is losing no opportunity to denounce the poolers, and where there is no opportunity he creates one.

In his local newspaper published at Arapahoe, Custer County, Mr. Black has a two-column article exposing the sophistry of the Sapiro system. In part he says:

First, you catch the difference between the Farmers Union Co. co-operative handling of their own product direct, and the plan of the Wheat Growers. The plan of the Wheat Grow-

ers now operating, is only a step below the old, so much despised middlemen, that columns after columns have been hurled against thru our farm papers and demagogue politicians from every dry goods box and street corner. The facts are the old line grain men never did exact the enormous profits that the 1922-23 wheat pools show have been extracted from the farmers, say nothing of their impatiently waiting for a period of nearly 14 months to find out what the results of their new born marketing enterprise would net them.

The statement of the South Western Wheat Growers Ass'n for 1922-23 shows they handled a total of 3,122,373 bus. of wheat, which in round numbers, figuring 1,200 bushels for an average car, would make a total of 2,602 cars handled by this Ass'n. According to their own figures, it was handled at an average cost of \$175.12, which shows on average handling cost per bushel of 14½¢, the amount actually paid the farmers for their 1922-23 pool on an average of 87¢.

The farmers will remember when the smooth-tongued solicitor, who wished to put the middlemen out of business, with convincing argument received your signature on the dotted line, for which you passed him a \$10 bill for a contract which is absolutely void of mutuality. Where you signed away all your rights and titles for all wheats you may have to market during five years. It boasted with convincing argument that to pool your wheat so it can be orderly marketed, and by selling in large quantities, you will receive big profits over the little Farmers Co-operative Ass'n.

Arapahoe for the same year and under the same conditions, only handled 67 cars or 80,000 bushels of wheat for which the farmers received on an average 95½¢ per bushel. And received every cent of their money on delivery of grain to the elevator, in addition to this, at the end of the calendar year they received 17 per cent on their investment. We set aside 20% in the surplus funds.

My advice 2 years ago to all farmers was to stand by their farmers elevator, and only market their wheat as the price suited and their necessities require and results are sure to come. For the farmers are the only ones that can hold their wheat with economy; and the reduction in acreage is the only system whereby you can secure an increased price.

Lost by pooling: Two years ago I went to west Arizona and east California where they tried the cotton pool. I found they could have sold their cotton at gin from 20¢ to 55¢ per pound. Those that pooled had to take less than one-half this price. And the pooled farmer was in depressed condition.

This last spring I was in the Pacific Coast prune district and found, the fall before the pool, prune raisers had sold their prunes from 7 to 8½¢ per pound. The pool had half of theirs sold and was trying to sell their surplus at 2½ to 3½¢ per pound and could not unload. When I left the prospect for the fall was for the largest fruit crop in the history of California and Oregon.

Two years ago South Carolina, Georgia and Virginia peanut crop was pooled with the same results. Our Northwest States tried out the pool for 3 or 4 years and you know their finish. All the spellbinders, political office seekers, pin-head representatives, or monkey head organizers can never make you a market for what no one wants, until the price gets so low they can afford to substitute it for other commodities.

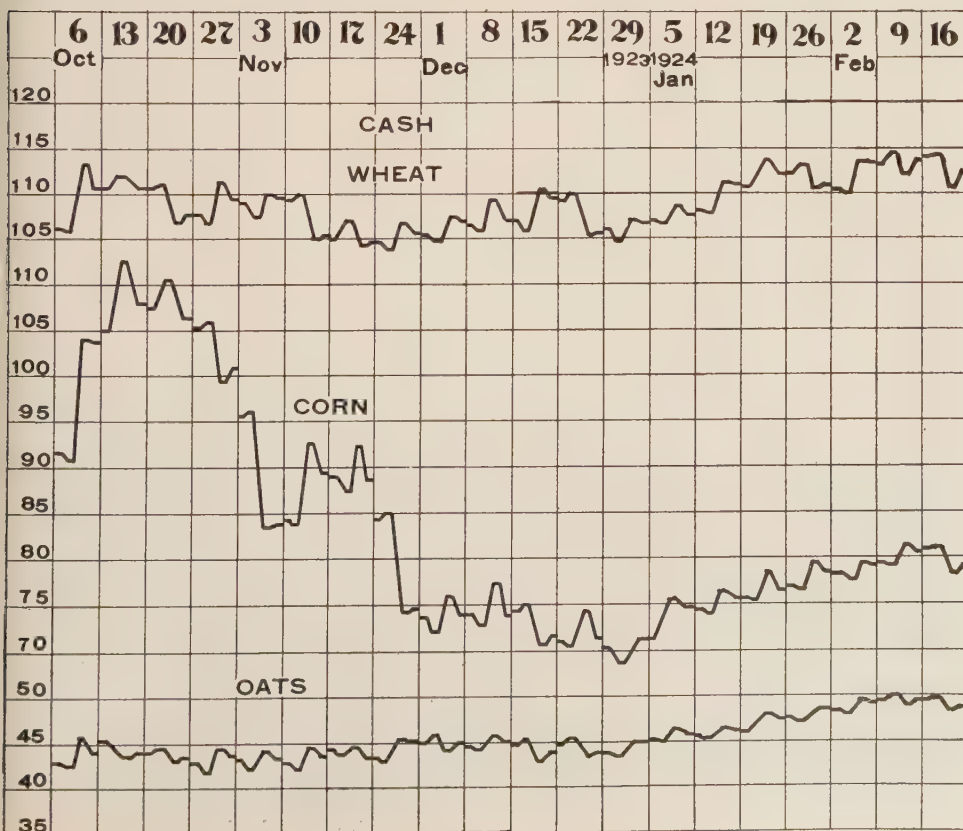
This statement is for no other purpose than to give my farmer friends true conditions, with no reflections on the wheat pool.

I cannot see why farmers catch the idea, they have taken economics and efficient marketing rules. Here comes the state propagandists who keep the money coming to a large organization, so large salaries can be paid. I will say right here, some of the officers are not worth a dime on a dollar, while others may show a 50% efficiency, but this is what I want to know. Will this pool get you anywhere? Reason should convince any real farmer when you create a real middleman organization you have only put one bunch out that spend their own energy, time and money and hired another bunch at a greater cost to the farmers than ever, why? Turn your farm stock and tools over to the hired man, give him same action on your assets as you give the pool, with assurance of fat salary, and at the end of the year you will have the same results as the pool.—Yours truly, W. M. Black, Manager of Farmers Elevator of Arapahoe.

AN ILLINOIS state traffic club is to be organized at a meeting to be held at Springfield, Ill., Mar. 5. Among those promoting the meeting are F. T. Bentley, traffic manager of the Illinois Steel Co., Chicago; T. C. Burwell of the Staley Mfg. Co., Decatur; Ray Williams of the Cairo Board of Trade; A. C. Johnson, vice. pres. C. & N-W. Ry. Co., Chicago; H. M. Slater, chief of the rate section of the Illinois State Commerce Commission, Springfield; and J. P. Haynes, of the Chicago Ass'n of Commerce, and 30 other leaders in traffic.

Cash Wheat, Corn Oats Fluctuations from Oct. 1 to Feb. 16.

Opening, high, low and closing average prices of No. 2 red winter wheat, No. 2 mixed corn and No. 2 white oats at Chicago each week are given on the chart herewith. The daily average is used in charting; actual prices were made each week a few cents above or below the extreme charted.



Efficient Transportation More Important Than Low Rates

[From an Address by C. D. Morris before Missouri Grain Dealers Ass'n.]

A reduction of 10 per cent in freight rates on agricultural products would save the average wheat grower of the nation the insignificant sum of \$6.30.

According to the statistics of the Interstate Commerce Commission the railroads received \$126,000,000, during the year 1922, the last year for which total statistics are now available, for transporting the American wheat crop from the point of production to the ultimate consumer. The production during 1922 was 862,000,000 bus., sixty-five per cent of which, or 560,000,000 bus., was transported by rail. The freight cost to the average grower was \$63. If a 10 per cent reduction in rates were granted, the saving would be \$6.30 to each grower. If the American wheat producer is facing bankruptcy, as our radical politicians assert, he has got to have help in a much larger sum than \$6.30. In fact, if the wheat grower is to be effectively relieved, it can not be done by merely reducing the rate paid the railroads for delivering his grain to the market.

That the farmers have suffered greatly from the deflation of prices since the war, is nowhere denied. No one could regret this more sincerely than do the managers of our transportation system; but it is manifestly unfair to charge the railroads with responsibility for the unfortunate conditions in which the wheat grower finds himself. Radical politicians charge that present freight rates are entirely responsible for the lack of prosperity on the farm. They make no complaint against the American Bell Telephone Co., which pays its stockholders 9 per cent dividends, although the farmer is paying a much higher rate for his telephone service than he did before the war. They make no complaint of the Ford Motor Car Co., which derives most of its profits from its sales to farmers, and which enjoys a much higher return on its investment than does any railroad in the land. The big mail order houses made more money last year than they have since 1920 and 90 per cent of their patrons live on farms. Yet, we do not hear Senator Capper, in whose periodicals the mail order houses advertise, declaring that these concerns are profiteering off the farmer.

I find no fault with the earnings of any one of these concerns, but, I call you to witness, that the living expenses of the average farmer would be reduced to a much larger extent by the reduction of 10 per cent in the prices he pays these three concerns alone, than they would be by abolishing all the net returns the railroads earn from the transportation of all products grown on the farm.

Prompt Transportation Most Important: Of vastly more importance to you and to your clients, the farmers, than the freight rate you pay, is the character of service you receive from the railroads. Last year, under private operation, the service furnished the American farmer by the railroads was superior to that they ever previously received. This did not merely happen, but was due to a well-developed program, adopted by the railroads, to furnish the country adequate transportation at whatever cost. It required intelligent co-operation by all the roads and the constant watchfulness of the Car Service Bureau, together with the investment of hundreds of millions of dollars in new equipment and betterments. I submit, therefore, that the railroads are meeting the responsibility resting upon them in this respect, with a degree of satisfaction that is entitled to your consideration, if not your enthusiastic commendation.

Compare the record of service during 1923 with that during the preceding years, since government operation ceased, and you will understand how absolutely necessary it is to enable the roads to maintain their equipment if they are to come anywhere near meeting your demands. During the three years from Jan. 1st, 1920, to Dec. 31, 1922, the roads retired 61,652 more freight cars than they put into service. This was due to the fact that their net earnings were so low they had neither the cash nor the credit with which to buy new locomotives and freight cars. Is it any wonder, considering the constant growth of business, that the nation suffered from inadequate transportation service during these years? The situation was finally met by the issue of short-time equipment certificates and the improvement program of 1923 determined upon. During the year approximately 200,000 new freight cars and 4,000 locomotives were put into service.

Notwithstanding this enormous addition to railway equipment the roads had in actual service but a few thousand more cars at the end of the year than they had when the year began. It ought to be obvious to all intelligent people that we may not expect the transportation plant of the nation to be maintained in good condition without the continual investment of new capital, and it goes without saying that this new capital can not be obtained

unless those who furnish it have some assurance that a reasonable return will be paid thereon.

The railroads earned as a whole approximately 5 per cent on their valuation last year, but this was the first year since the war during which they have been able to earn anything like what they must have if they are to continue their present satisfactory service. At least 37 out of the 77 Class I roads in the western group have not had net earnings, during the past three years, sufficient to meet their interest requirements. And yet, in the face of this condition, Senator LaFollette recently introduced a bill in the United States Senate, directing the Interstate Commerce Commission to reduce rates on farm products to what they were before the war. If our Wisconsin statesman knows anything at all about railway conditions, he ought to know that the passage of this bill would bankrupt practically every railroad in the western group. In fact, the owners of railway securities have not benefited one dollar from the increased rates granted the roads in 1920. Every dollar and more of their increased operating earnings has been consumed by increased operating expenses, such as labor, fuel and taxes. Indeed, the railroads as a whole, during 1923, had \$265,000 a day less for interest and dividends than they did in 1916, when freight rates were the lowest in the history of the country. And this, notwithstanding the fact that they have invested, since 1916, something like four billions of new money on capital account.

Transportation Question Out of Politics. I have heard no plea on the part of the railroads that they be given special consideration. They can not be blamed for devoutly hoping that the day will speedily come when, in the language of Director General Davis, the railroad question will be looked upon as a great economic problem, rather than a matter of politics. In the light of almost four years' actual experience, the Transportation Act of 1920 is believed to be the most sane and constructive railway legislation ever passed by an American Congress. Its provisions are not so much in the interest of the railroads as in the interest of the people. For, with the careful observance of these provisions, the people will be guaranteed adequate transportation facilities in the years to come. It is impossible under this law for the railroads to earn more than a reasonable return. Therefore, unjust or exorbitant rates are out of the question. That rate adjustments will occasionally be necessary is nowhere denied. These, however, the Interstate Commerce Commission is instructed to make without interfering, in any sense, with the fundamental principles upon which the law is based.

Let us hope that, for a time at least, we may have an end of political tinkering with the Transportation Act. It is fair to the people and reasonably fair to the railroads. It should, therefore, be let alone until such time as its provisions are proved unwise.

OF THE 862,000,000-bu. wheat crop of 1922, 560,000,000 bus., or 65 per cent, was transported by rail and the carriers collected \$126,000,000 freight charges, the cost to the average grower being \$63. A 10 per cent reduction in freight rates would save him \$6.30, hardly enough to keep him out of bankruptcy.

Tile Tanks Collapse.

One of the tile tanks of the Sterling Mills at Statesville, N. C., celebrated a Friday recently by dropping a 30 ft. section and spilling 6,000 bushels of wheat all over the surrounding landscape. This tank was 60 ft. high and 12 ft. in diameter. The break started at a point about 20 ft. from the ground and extended up to within ten feet of the top of the tile wall. Immediately all hands were put to work bagging the grain and protecting that which still remained in the bottom of the burst tank, and by working night and day all the grain was saved without damage from rain which threatened.

As further evidence of the strength of tile tanks, another tank burst on the following Tuesday and spilled 8,000 bushels of wheat, and once again all hands were kept to work bagging the spilled grain and fortunately all was saved without loss from rain or storm.

The second break started at the base of the tile tank and extended up 35 ft. Some tile tanks may permit water to seep in and mix with the stored grain, but there are at least two tanks at Statesville, N. C., that permit wheat to leak out. It is impossible to repair the tanks and of course it is not likely that the owners would care to depend again upon tile for wheat storage.

Ideal Grain Office at Bad Axe, Mich.

The Bad Axe Grain Co. of Bad Axe, Mich., has lately completed and moved into a modern, 34 by 60 foot, fully equipped, Bedford stone and brick, office building, said to have cost more than \$25,000.

The vestibule and lobby are floored with tile and furnished with comfortable furniture. The general office is finished in oak and equipped with oak furniture and every modern device for the aid of the office force. So is the stenographer's office, bookkeeper's room, filing room, cloak rooms, and vault.

Two private offices are finished in American walnut and equipped with luxurious furniture to match.

The building is well lighted throughout by means of numerous windows on all sides and an adequate system of electric lights for the hours when daylight fails.

This new office heads the companies' 10 elevators which are located in Kinde, Filion, Ruth, Minden City, McGregor, Carsonville, Applegate, Six Lakes, St. Louis, and Bad Axe, all Michigan towns and all served by the Pere Marquette R. R.

The officers of the company are William H. Wallace, president; Fred W. Kinde, vice-pres. and Fred M. Cross, sec'y-treas.

ALFRED BRANDEIS of Louisville, Ky., has been appointed chairman for Kentucky in the campaign under Gen. Henry T. Allen to raise \$10,000,000 in the United States for the starving children of Germany.



Attractive Office of Bad Axe Grain Co., Bad Axe, Mich.

Tri-State Shippers' Ass'n Meet in Minneapolis

The 6th annual meeting of the Tri-State Country Grain Shippers Ass'n was called to order at 10:30 a. m., February 21, in the West Hotel, Minneapolis, by Pres. Nils R. Tacklind, who called for the report of the Secy.-Treas.

Secretary Moreland's report was approved and President Tacklind presented the following address:

Annual Address of President.

Gathered here today are men pre-eminently and directly interested in agriculture, particularly as it affects the grain industry of the northwest. There are two outstanding facts that we should bear in mind as we discuss this industry; first, that for the past four years farmers have been raising grain, particularly wheat the principal crop, at a loss. Second, that the section I represent is essentially a grain-raising area, and that it is not possible nor advisable for farmers to quit raising grain, especially wheat, for they have not the equipment nor capital to change their system of farming, and the large farms are not economically suited to intensified diversification.

The farmers have suffered from languishing agriculture in the Northwest, the elevators as well as all other lines of business have also borne their losses. The prosperity of all is dependent on the prosperity of the farmer, who produces practically all the wealth of this agricultural section.

It behooves us to lay aside personal prejudice, self-interest and sanely consider the facts as they are, with a view of helping the farmer get for his products a price that will net him a profit, for on his profit depends the very life and existence of agriculture and all the industries dependent thereon. When the farmer gets this profit we will all share in it, and the community will be a better and happier place in which to live and do business.

Favors Pooling: I think all agree on this, but when we discuss ways and means of obtaining a profit for the farmer, our views may differ. As most of you know, I am connected with a movement that is gaining phenomenal headway in this country and bids fair to solve this problem. I refer to the co-operative pooling movement, which to my mind is founded on principles that properly applied and carried out to the fullest degree will obtain for the producer a price that will permit him to stay on the farm and live according to the accepted American standards. Much has been done in the past, but more must be done to realize the full possibilities of this movement.

The fundamental principles involved are orderly marketing or merchandising as against dumping, and collective and controlled marketing as against competition among individuals. These are the prime principles upon which American industry other than agriculture is based, and which permits the mooted law of supply and demand to function properly. In the case of agriculture the law of supply and demand cannot be operative, because conditions are abnormal and out of line with all accepted standards of business. The farmer is not operating at a loss because of this law, but because this law is not working properly.

The northwest wheat farmer dumps 70% of his year's crop on the market in a few weeks, the price slumps and the blame is laid at the door of supply and demand. They tell us that the present system of handling grain is such a magic working institution that dumping has little effect on the price. That is ridiculous. When the farmer glutts the market, and sells regardless of time and place, two of the most important factors in the law of supply and demand, we cannot say that this law is operative. Somebody must buy the immediate surplus, for a year's crop is not consumed in a few weeks, and buyers purchase for a speculative purpose and of course at speculative prices, so as to play safe. That's good business on the part of the dealers, but very poor business for the farmer. A merchant would indeed be foolish to expect fair prices for furs in July, but these same furs will net him handsome returns during the winter months. That illustrates the time factor in the law of supply and demand. Dumping disregards this.

Then, we must consider place. If Sears & Roebuck attempted to sell the output of its factories in Grand Forks and Fargo, they would soon find the market glutted. The potential demand would not have changed, but the place would be merely wrong—too limited. This same principle applies to farm products. The glutting of the local elevator or even of terminal elevators has no direct bearing on the potential demand, which in spite of this may be very strong, but nevertheless we have all seen this condition bear the market to a considerable degree.

Economists all tell us that if the law of supply and demand is to function properly there must be equality of information among buyers and sellers alike. Can we by any stretching of the imagination contend that the farmer in Podunkville knows as much about the market as the men who trade in his product? No one can deny the inequality. When we admit this we must likewise admit that under the present system of marketing, the law of supply and demand is not functioning properly, and when this law is eliminated, the cornerstone of marketing, as far as the farmer is concerned, is gone. That is what is the matter with farm prices.

The orderly marketing movement, in which the farmer through hired experts enters the merchandising field, was established to correct these conditions, and if properly operated will correct them. The movement originated in Denmark about 75 years ago and has made that country the most substantial in Europe today, if not the entire world. It was brought to California about 15 years ago, and since then has enjoyed a phenomenal growth that has been heralded far and wide throughout the country. I know there are scoffers who tell us that co-operation is a failure in California; much libelous propaganda is being spread, but let me tell you that Californians are going about their business growing rich from the fat of the land because agriculture has been placed on a business basis in that state. At the present time there are about 225 co-operative associations in that state handling every conceivable kind of farm produce with a value in excess of \$250,000,000 per year. And they like it, because it fattens their pocketbook.

You recall a year ago the five-year contracts of the Sun-Maid Raisin Growers expired. It was a question of quitting and going back to the old system or continuing. A membership campaign to renew contracts was started, and in three weeks 35% of the raisin growers had signed, not five-year contracts, but fifteen-year agreements. That indicates how Californians feel about commodity pooling.

I could tell the same story of success among the cotton growers of the South. The same might be said of the tobacco growers, but time will not permit us going into details.

We are interested in wheat and the marketing thereof, and hence should confine our discussion largely to that. For forty years we have had the present system with its option market and defenders of the system hold it sacred as a masterpiece of genius, but diverse occurrences with which you are all familiar lead us to suspect that this machine can be improved in many respects so as to serve the interests of the farmer and country elevator rather than the terminal operators.

Exchanges which Check Advances: In January of 1920 the option in the May flax in the Duluth market was suspended over two months and many of us here remember the final result in which we were given no consideration. At about the same time the option market in May oats was arbitrarily set on a certain date, and on that grain the premium before the month liquidation was over 30 cents per bushel. Rolin E. Smith in his booklet, "Speculation and the Price of Wheat," states that on May 12, 1917, in the Chicago market, trading was suspended by the order of the Board of Directors because the market was "running away." On May 14, two days after, a maximum price was set at \$2.75 for Chicago July, and \$2.45 on the Sept. future. On Dec. 18, 1917, December corn was suspended and on May 22, 1918, the May corn was suspended. On Sept. 20th the Sept. corn was suspended. If it is economically sound to check a wild "bull movement" is it not as fully legitimate to check such extreme and unwarranted declines as we had in the fall of 1920 and during the month of May, June and July, 1923? We find in the same booklet that in Cotton Trading that this "Short Selling" was stopped by the government Nov. 13, 1918, and as an economic necessity why did not the government take the same position on the destructive short selling in the year of 1920 and 1923? As grain buyers, I would say the same strict rule should have been applied in our favor, in the severe penalty inflicted on us in shipping out stored wheat in 1920 and 1921 when we supposed the option meant a hedge, in place of penalty in the use of this system which the Grain Exchanges substituted in place of the activities of the U. S. Grain Corporation. We are told that the law of supply and demand rules in speculative trading; but in 1920-1921 U. S. exported the largest volume in its history and that break in prices destroyed the milling game, ruined agriculture and every Farmers Elevator Co. and Ind. Elev. Co. barely able to survive that manipulation.

Recognizing these defects, and having no hope that they will be corrected by those now in control of this system, about 100,000 wheat pro-

ducers throughout the country have launched a marketing machine controlled by themselves. They are being assisted in perfecting this machine by national men of prominence, such as Frank O. Lowden, Bernard M. Baruch, Judge Robert Bingham and others of like prestige, who are willing to spend their time and money and to jeopardize their reputation in putting the movement across. They would not attempt it if they didn't feel reasonably sure that it could be done.

Most of you gentlemen are in the grain business, and therefore you must make a choice between aligning yourself with this new movement or with the old system. There is every indication that the speculative system is going to be a thing of the past and will gradually be supplemented by the co-operative system of selling. It is folly to struggle against evolutionary progress, for those who do, will go down with the ship. It is wiser and better business to accommodate oneself to the changing conditions, particularly if these conditions are for the betterment of the large majority.

The farmer cannot be expected to continue to turn over his marketing to a disinterested, or rather self-interested party, but there is a service in connection with marketing which the elevator can do and do at a profit, and which is invaluable in proper conduct of the grain business. I refer to storage, cleaning and handling.

Since 1920 few independent or farmers' elevators have made any real money merchandising grain, due to the wide fluctuations of the present market, inadequate hedging facilities, due to the spread between the contract and the premium prices and to the lack of terminal sales facilities over which they have control. These elevators are in no better position to sell grain than the farmer, for both must sell on a buyer's market—a market controlled by the buyers, and on which the price is fixed by the buyers. Furthermore competition as between elevators is just as disastrous to the price as competition between the individual farmers. If controlled sale is to be realized and the market is to become a seller's market, in which the seller is to have something to say about the price, the commodity to be controlled must pass through one channel. I hold that the logical channel is a central sales agency controlled by the producers.

The elevator could play a vital and important part in this new system if the owners have vision sufficiently broad to realize the possibilities and take full advantage of them. I will cite a hypothetical situation: If the majority of the farmers around a shipping point pooled their wheat, for instance a half a million bushels, instead of having five or six elevators in that community fighting each other for this business, and incidentally losing money, it could be run through one or two elevators, equipped to handle this large volume. The current handling charge of 3½¢ per bushel and the storage charge would enable the elevator to operate at a profit, and perform a service of definite value to the farmer, at the same time being relieved of the hazards of merchandising, which hazards are very real by virtue of the fact that the manager must sell in a market hundreds of miles away of which he knows little and over which he has no control. I have previously referred to the further risk of hedging.

I maintain that the central selling agency of the co-operative pools is in a much more favorable position to sell than the individual elevator manager, by reason of the fact that expert salesmen are in charge. They are right on the ground floor, coming in direct touch with all the market information, associate with the actual buyers, are enabled to broaden their market by co-ordination of the affiliated sales agencies, and with the large volume controlled through one channel are enabled to sell in large quantities to millers both at home and abroad. It is also evident that the bargaining power of the sellers is greatly increased through pooled sales, for the buyers will greatly outnumber the seller, and while competition has been eliminated among the producers, it is greatly increased among the buyers.

The logic of this is too self-evident to need further elaboration. If, on the other hand, the elevator should become essentially a warehouse, and this is a service that should net a profit, especially if the number were limited to the actual necessity, it could better do justice in this capacity. We have a great number of very efficient elevators in the northwest with splendid equipment for cleaning grain and performing other duties in connection with warehousing. Cleaning grain is an all-important work in connection with marketing, and under the present conditions, the local elevator is in the best position to do this. The best place, of course, to do this is on the farm, but in the stress of threshing, many farmers neglect to do this, and others have not the facilities. Last year the wheat shipped out of North Dakota had an average dockage content of 13.5 per cent. This was a dead loss to the state, not only in freight paid on this dockage, but loss in grade and feed value to stock. With proper co-operation between farmers, the Wheat Growers' ass'n, and the elevator, these losses could be saved to a considerable degree.

It is business suicide to regard our business strictly from a selfish point of view. During this present crisis it is self-evident that some-

thing must be done to better the condition of the farmer, and when we accomplish this by concerted effort we will all be benefited.

There are two things more that I would like to touch upon briefly that all are greatly interested in, because they affect our business. I speak of the duty on wheat and pending farm legislation now before Congress.

Import Duty: It is a well known fact that millions of bushels of Canadian wheat are being imported annually into this country. This grain enters into direct competition with American wheat, of which there already is a surplus, if we are to believe government statistics. This condition is made possible by reason of the fact that Canadian wheat, all things considered, can be purchased considerably cheaper than American wheat, in spite of the present 30-cent duty. We also know it to be a fact that the present wheat duty under the Fordney-McCumber Tariff Act of 1922, is merely camouflage or a smoke screen, because of the drawback provisions.

To all practical purposes then, we have no tariff protection on wheat, and when we consider that Buffalo millers have for sometime been able to buy Canadian wheat about 17c cheaper than similar wheat from Montana, and still pay the duty of 30c (granting for sake of argument that they do pay it), we need look no further for the reason why farmers in this country are not getting better prices for their wheat. We in this country are not only bearing the burden of our own surplus, but also a Canadian surplus of about 300,000,000 bus. Practically all industries have tariff protection but the farmers, and that is one of the most serious ailments of agriculture in this country. The buying power of the farmer's dollar is not on a parity with the manufacturer's dollar.

The McNary-Haugen Bill, now before Congress, aims to correct this situation, by applying the same principles of economics that are used by our big industries, that sometimes produce a surplus. It provides for the establishment of a government export commission, that would segregate the exportable surplus of any commodity that is selling below the price level of manufactured commodities. This surplus would be sold abroad at the best possible prices, but though the world price may be low, it would not affect the domestic price for the reason that the bill provides for a tariff high enough to maintain the domestic price on a parity with the price levels of other commodities. There might however be a disparity between the price which the government pays for the surplus, and the world price, but any losses that might accrue in this connection would be borne by the producers themselves, for the government would levy an excise tax on all the domestic wheat to pay this differential, and the cost of operating the commission. This bill does not contemplate price-fixing, as usually understood, and the producers themselves bearing the burden of the surplus, would preclude any great increase in production, which is the principal objection to all the other relief measures heretofore contemplated.

This bill, if enacted into law, would give protection from foreign importation; it would stabilize the price of wheat and place it on an equality with other commodities; it would eliminate wide price fluctuations and thus do away with the necessity of hedging, while at the same time not interfering with any private dealer or association in the conduct of their business.

The only reason the terminal grain trade is fighting this bill must be because it reaps big profits from the option markets, which exist only by virtue of violent fluctuations, but this feature alone should justify our association in giving this bill unstinted support. To my mind this is the sanest and most businesslike piece of legislation that has been presented to Congress in many a day.

In closing I want to urge upon you a patriotic loyalty and a broad public spirit in considering these matters, for they involve problems of vital importance not only to a few, but to agriculture as a whole and all industries dependent thereon. They are a grim tragic reality to men and women on the farm, who by their toil and sacrifice have turned the virgin prairies of the northwest into fruitful fields and gardens; have builded homes, and perhaps laid by a competence, only to see the work of a lifetime swept away by conditions and circumstances over which they have no control.

The country stores, elevators and banks have also felt the ravaging effects of these conditions, which if not soon corrected, will sweep the country with its devastating scourge of poverty. There is comparative prosperity in the East at this time, but this cannot last with a languishing agriculture, the source of all wealth in this country. Therefore the farmer's business is everybody's business. Let us be fair in our conclusions when considering the farmer's problems; let us be just in our attitude toward his efforts in bettering his condition and above all let us assist him in his endeavors by offering earnest and sincere cooperation.

The President appointed the following committees:

Resolutions: B. P. St. John, Worthington,

Minn.; T. F. Dahl, Minneota, Minn.; F. E. Crandall, Mankato, Minn.

Nominations: Arthur Speltz, Albert Lea, Minn.; August Evert, Kennedy, Minn.; and Henry Wollin, Marshall, Minn.

Frank Dahl of Minneota opened a discussion on the slow movement of wet corn by the railroads suggesting that a joint resolution with the Minnesota Farmers Grain Dealers might be passed asking the railroads to make a special classification of soft corn, to be moved more expeditiously.

B. P. St. John: If that were put up to the railroads they would make a special classification, and use it as a pretext for a higher rate. The country dealer should dry or condition his corn before shipping.

F. E. Crandall: I have always found the railroads willing to cooperate in handling soft corn and I believe the solution is to buy wet corn on a sufficient margin to allow for heating.

B. P. St. John: When we take in wet corn we mix it in a bin with dry oats. If the moisture is 25% mix it half and half, and the oats take up the moisture from the corn. Before shipping we run the mixture over sieves to separate them and have drier corn and heavier oats.

Pres. Tacklind: I wish to recommend to the resolution committee that in making up its resolutions that the members consider the legislation in Washington pertaining to the tariff on wheat.

Sec. E. H. Moreland: It has been very discouraging to me at times during the past year and the lack of interest shown by many has made me wonder whether it is really worth while to keep this association going. I would like to hear some expression from some of the members.

H. W. Speight, Redfield, S. D.: The need of this ass'n is now greater than ever. I have seen valuable results accomplished, especially in fighting the new South Dakota Warehouse Law. The ass'n brings us together where we can thresh out common problems and we can obtain better results fighting adverse legislation as the Tri-State Ass'n than could be accomplished by efforts of individuals. I am in favor of making a drive for new members.

B. P. St. John: I move that the Association be continued, a membership drive be planned and the secretary voted some remuneration for his services. The motion was seconded and passed.

It was moved by Arthur Speltz and seconded by B. P. St. John that the dues be increased to \$6.00 per year for each membership and \$1.00 additional for each extra elevator of line companies. Passed.

T. F. Dahl moved the secretary be paid \$125.00 for his last year's work and a like amount each year hereafter. Seconded by Arthur Speltz and passed.

Adjourned till 1:30 when luncheon was served. Immediately following the luncheon the meeting was called to order with a better attendance than at the morning session.

B. P. St. John, chairman of the resolutions committee, presented the following report which was adopted:

Report of Resolution Com'ite.

Your Resolution Committee beg to report the following:

Be it resolved, That the Tri-State Country Grain Shippers Ass'n now in session continues its confidence in the importance of individual efforts in all lines of business under our system of government and that its usefulness and efficiency in serving the public should not be unreasonably hampered by unsound and destructive class legislation and the misguided efforts to duplicate well established agencies which in the grain trade are recognized as adequate and efficient, have proven superior and which function at less cost to the producer than any other system yet devised in any country.

Be it further resolved, That we strongly commend the maintenance and justified increase in the tariff on cereals and seeds and other products to the end that our home producers shall have the first advantage of our own great home markets.

Arthur Speltz, chairman of the Nominations Committee, presented the following nominees

and the secretary was instructed to cast the vote of the meeting for F. E. Crandall, Mankato, Minn. for President, A. E. Betts, Mitchell, S. D., for Vice President, Arthur Speltz, Albert Lea, Minn., second vice president and S. O. Tollefson, third vice president. Directors: A. E. Anderson, Cottonwood, Minn.; N. R. Tacklind, Drayton, N. D.; E. H. Sexauer, Brookings, S. D.; B. P. St. John, Worthington, Minn.; R. E. Jones, Wabasha, Minn.; W. R. Richardson, Elgin, Minn.; August Evert, Kennedy, Minn.; T. F. Dahl, Minnesota, Minn.; H. R. Wollin, Marshall, Minn.; T. M. Comer, Rustad, Minn.; B. D. Cascomb, Grand Meadow, Minn.

F. E. Crandall, the newly elected president, pledged an active administration and asked the co-operation of every member in procuring new members. He was followed by E. P. Anderson, one of the founders of the ass'n, and its first president. He outlined the history of the association.

B. P. St. John addressed the meeting on "Good Seed Corn," stating that it was imperative that the elevator operator interest himself in good seed corn, as that was his best opportunity to get close to his farmer patrons. He advised the selection of one or two good varieties suited to the locality and an endeavor to induce all his farmer patrons to stick to those varieties rather than indulge in earlier varieties which might prove expensive disappointments to the farmer.

H. A. Bush of Northrop, King Co., supplemented the remarks of Mr. St. John, stating that he had followed the development of corn in the Northwest from the time of its introduction from New England up to the present year when the eastern trade was favoring northwest corn above that grown in nearer states. He pictured the grain dealer as the logical distributor of seed to the farmer and urged the adoption of seed of one type by the elevator man. In this way the yield will be increased, the uncertainty of a crop eliminated and a better price brought to the entire neighborhood. He pointed out the increasing demand for silage corn in the dairy sections, and advised the dealer to post himself on the best variety for that use.

Richard Burn, Mitchell, S. D., in addressing the dealers on "Field Seeds in South Dakota," gave the dealers much to think about. His address is published elsewhere in this number.

Secretary Moreland read a paper on "Handling and Grading Wool" by R. E. Jones of Wabasha, who could not attend. From it we take the following:

Handling and Grading Wool.

We were appointed managers of the Minnesota Co-operative Wool Marketing Ass'n about a year ago. We have handled, so far, close to 400,000 lbs. of the season's clip.

Each shipment as received at Wabasha is graded and a grading-sheet issued showing the tonnage of each grade, and a liberal advance (around 70% of value) is made by check attached to the grading-sheet. When the pool is sold, an account-sale is rendered for each lot, with check to cover balance due. We charge 2½c per lb. for receiving, grading, storing, cartage, and selling the wool. A portion of this charge goes towards the maintenance of the State Ass'n. We charge 6% interest on the money advanced on, plus insurance.

The commercial grading of wool requires experienced and expert knowledge. We sold our wool this year under eleven or twelve different grades and qualities. The range in price ran from 47½c for our best seller to 30c for our poorest seller, f. o. b. Wabasha. This wide range in values is not understood by the average grower, which results frequently in results not satisfactory to the shipper of inferior lots.

The farmer appears to know less about the wool which he produces than any other commodity on his farm. On every grading-sheet we make a notation on the character of the grower's wool and call attention how to eliminate the inferior features (if any) and also how to improve his wool in grade when the grade runs lower than it should.

It is very apparent to us, that the educational feature for improvement in quality is the biggest service that a co-operative marketing ass'n can give to its patrons. There is no difficulty in getting satisfactory prices for good stuff. We issue circulars to the growers on the proper breeding for good wools, and on the necessity of keeping sheep away from burrs, burdocks

and hay and straw stacks, also on the proper preparation of the fleece. Next spring we propose to have every ram fleece tagged by the shipper so that we can tell him something about his ram on the grading-sheet.

A year ago, we received the wools of the Roseau County Ass'n, and the condition was inferior. We issued circulars to growers on how to improve their wool and this last spring we had the pleasure of informing them that there was fully 50% improvement in the value of their wool.

The prevailing breed in Minnesota is the Shrop. This breed will yield desirable wools if the flock and fleece is properly cared for. There are many breeders of full blood Shrop rams and ewes in Minnesota, but in the selection of rams too little attention has been paid to the selection of the finer woolled rams for breeding. The full blood Shrop will and should, under proper breeding selection, yield a % grade fleece—and a % grade fleece is heavier and worth more money than the lower grades. The breeders in Minnesota should, and probably will, give more attention to the fineness of the wool fibre, and without harm to mutton quality.

The future of sheep and wool looks more promising in the coming years for net results to the farmer than any other commodity which he raises. Wool is one of the commodities that the U. S. does not raise in sufficient amount for home consumption. With a reasonable tariff, the production of wool should be more profitable to the farmer than anything else he raises.

F. E. Crandall, speaking on "Railroad Leases," put their problems into two classes, increased rentals, and new provisions incorporated in leases. He cited various experiences he had had with leases and recommended the association make some effort to get uniform reasonable leases rather than a scattered effort for relief by the individual. A general discussion on the subject followed in which all present took part.

H. W. Speight, Redfield, S. D., in speaking on "Our Proposed Grain Storage Law," from which is taken the following:

South Dakota's Proposed Grain Storage Law.

It is of vital importance to men interested in grain of South Dakota to give our Proposed Grain Storage Law, Senate Bill No. 110 careful consideration before deciding how they are going to vote on this bill next November at our general election.

This bill has several dangerous clauses connected to it which is depressing and will be expensive to both the farmer and to the warehouse and elevator operators. First it will be detrimental to the farmer for the reason that he will have the privilege to rush his grain from the threshing machine to his local elevator and store as much of it as he pleases and as long as he so wishes without any limits or restrictions. Eventually his grain will be shipped to the big storage houses at the terminals and there held as visible wheat would be a depressing factor on the markets and help to cause sluggish markets as well as adding a continued heavy storage expense for the farmer that so stores his grain. If the farmer wants to store his grain there is no better place in the wide world than in his granary on the farm.

In the second place it is a disastrous proposition for the warehouse or elevator operator inasmuch as it would force every elevator manager to accept all grain offered to him for storage if fit. When his elevator becomes filled he would be compelled to solicit terminal storage at some bonded warehouse which would have to be in some other state under the supervision of the Railroad and Warehouse Commission of the state which might not in any way conform to the laws of this bill, as there are no such terminals within the state of South Dakota.

A third objection to this bill is that it states that on demand by the holder of a storage receipt the operator of the elevator giving the receipt is requested to give back to him the gross number of bushels that his storage receipt calls for. In the event that such elevator did not happen to have grain of the same dockage on hand as the receipt calls for the operator would be obliged to furnish grain in place of the dockage or in other words return to the holder of the storage receipt the gross number of bushels the receipt calls for. This could lead to an elevator operator having to suffer a great loss as with the average country elevator storage room is always limited due to a great many grades and for that reason it is impossible to keep a separation of the several different amounts of dockage.

A fourth objection is that it does not provide any means of paying the freight on the grain that has to be shipped out by the elevator operator to the bonded terminal storage house to accommodate the holders of these storage receipts. In the event that an elevator operator had to ship out several cars of stored grain he would be compelled to tie up enormous amounts of money in freight.

One more objection to this bill that I might bring to light in the way of it being detri-

mental to both the farmer and the operator of the elevator is, that wheat when stored in a terminal warehouse becomes nothing more than elevator wheat just passing under the grade of the storage receipt. With us in South Dakota we have in most cases very choice milling wheat of a high gluten test and if sold on delivery at the terminals demands a very enticing premium, ranging from five to twenty-five cents per bushel. This would be lost under the restrictions of this bill as the bill will not permit the selling of any of the grain in storage. Therefore it would have to be dumped into terminal storage elevators under the storage restrictions of the state so storing it.

In all things considered this Senate Bill No. 110 should it become a law would result in a higher marketing cost and a lower selling value which is contrary to our requirements and needs these days.

How the Bill Was Referred: Through the co-operation of the managers of farmers' elevators, independent dealers and line house managers and owners, known as the South Dakota Grain Shippers' Committee with B. L. Ewing of Doland as president and J. W. Straup of Humboldt, as secretary. Petitions were circulated among the voters of the state and were signed mostly by farmers.

It required about twelve thousand signers to refer this bill to the voters and the petitions brought in about seventeen thousand signers. The petitions were properly filed and the bill referred. Now it will be decided by the vote of the people at our general election this coming fall. It is our hope that we can get all our voters to vote on this bill intelligently and that they will be able to see where the endorsing of this bill will mean a loss to everybody.

Adjourned *sine die*.

Much interest was shown in the extensive exhibits of grain handling machinery and elevator equipment in the lobby of the West Hotel. Strong-Scott Mfg. Co. exhibited their truck dump, grain conditioner, Bird Scale and Munson Mill. Drake-Williams-Mount Co. exhibited the Trapp Dump. Richardson Scale Co. showed an automatic scale, and Howe Scale Co. exhibited a platform scale. The Richardson Grain Separator Co. had one of its large warehouse separators on exhibition and T. E. Ibberson Co. exhibited pictures of many of the elevators it has constructed during recent years. K. I. Willis Corpn. showed Superior elevator cups. Others exhibited cleaners, separators, dockage testers, truck dumps, distributing spouts and friction clutches.

In the evening a banquet was tendered the members of the Tri-State Grain Shippers Ass'n and the Farmers Grain Dealers Ass'n by the Minneapolis Grain Commission Merchants Ass'n in the Donaldson's Tea Room followed by an excellent entertainment.

E. W. Decker, President of the Northwestern National Bank, spoke on the Farmer, Grain Dealer and the Banker.

Coaxing Smiles

[Write the story of your funniest grain trade experience to the Journal and you will receive one dollar for each story published. Address The Smile Coaxer, care Grain Dealers Journal.]
Failed to Bid for Turnip and Cantaloupe Seed.

I was in the office of a country grain dealer a short time ago when a Traveling Representative of a well known Terminal market firm blew in. After making his little "Speech" and inquiring about business and the prospects, the Manager brought out a sample of seed and asked him what he thought his people could do on a car load of that seed.

After looking the sample over carefully the T. R. wanted to know what kind of seed it was and as a joke the Manager told him Turnip Seed. The T. R. spread it out, smelled it and tasted it critically, took it to the light and turned it over and over. Finally he asked the manager if he was sure he could get a car load of it. On being assured that he could he suggested, that it did not seem to be pure. Another grain man in the office quickly ventured the opinion that it was mixed some with cantaloupe seed. The T. A. then asked for a sample envelope in which to send sample to headquarters. This was furnished and the T. R. went on his way leaving a sample marked and addressed to his house, "Turnip and Cantaloupe Seed." The

seed was Sudan Grass seed with a slight mixture of cane seed. His firm failed to make a bid.—C. E. R. Winthrop.

Judgment Against Carrier for Delay in Transit.

The Lawton Grain Co., of Lawton, Okla., was given judgment for \$429.06 by the Supreme Court of Oklahoma Jan. 15, 1924, against the C., R. I. & P. Ry. Co. for delaying the movement of a car until the market price had dropped.

The agreed facts were: "That C., R. I. & P. Ry. Co., car No. 31816, loaded with bulk wheat consigned to order of Lawton Grain Co., destination Kansas City, Mo., notify Lawton Grain Co., Kansas City, Mo.; shipper Lawton Grain Co., notify D. E. McBride; loaded at Mountain View, Okla.; left Mountain View, Okla., train No. 788, Aug. 2, 1917, and arrived Chickasha, Okla., Aug. 2, 6:30 p. m., and was there re-consigned to Lawton Grain Co., St. Louis, Mo., notify Langenberg Bros. Grain Co."

"Left Chickasha, Okla., extra 2115, Aug. 3, 1917, 11:15 p. m., arrived El Reno same train Aug. 4, 4:30 a. m."

"Left El Reno extra 1738 Aug. 4, 1:30 p. m., arrived at Caldwell, Kan., 11:10 p. m., same train and date."

"Left Caldwell, extra 2124 Aug. 5, 2:35 a. m., set out of train Cline, Kan., Aug. 5th, train proceeding to Herington, where it arrived 3:40 p. m., same date."

"Left Cline Aug. 8, extra 1966, which train left Caldwell Aug. 7, 9:15 p. m., and arrived at Herington Aug. 8th, 10 a. m."

"Left Herington extra 1748 Aug. 9, 12:50 a. m., set out at Topeka Aug. 9, 7 a. m., train extra 1748 arriving at Kansas City Aug. 9, 2:10 p. m."

"Left Topeka extra 2010 Aug. 9, 9 p. m., train having left McFarland Aug. 9, 5 p. m., arrived Kansas City Aug. 10, 2:30 a. m., same train."

"Left Kansas City train 96 Aug. 11, 7:10 a. m., arrived Eldon, Mo., 4:10 p. m., same day and train."

"Left Eldon 5 p. m., same day and train. Set out at Belle, Mo., train 96 arriving St. Louis 7 a. m., Aug. 12."

"Left Belle train 82 Aug. 13, 6:20 a. m., arrived Carrie Avenue Station, St. Louis, Aug. 13, 3:50 p. m."

The court said: Another car of wheat, originating at Devol, Okla., in the vicinity of Mountain View, was shipped by the plaintiff on Aug. 1, 1917, and arrived in St. Louis, was delivered, inspected, and sold on Aug. 7.

Evidence was introduced that on Aug. 10, when the car should have arrived in St. Louis, No. 3 Oklahoma hard wheat was selling on the St. Louis market at \$2.80 per bushel; and that on Aug. 15, the date on which the car was finally inspected and delivered to the consignee, the same wheat was selling for \$2.50 per bushel; that the wheat in question was finally sold on Aug. 22 for \$2.38 per bushel.

It is obvious that the jury in its verdict for \$429.06 allowed plaintiff 30 cents per bushel depreciation in market price against a depreciation of 47 cents per bushel, as claimed by the plaintiff.

Evidence on the part of the plaintiff showed that plaintiff had been in the grain business in Southwestern Oklahoma and shipping wheat over the route in question for 18 years, and that from 6 to 8 days was a reasonable time for the movement of the car of wheat from Mountain View, Okla., to St. Louis, Mo.

We believe the evidence admitted on the part of the plaintiff reasonably tended to show that the defendant failed to transport the wheat within a reasonable time and was sufficient to take the question of negligence to the jury, and that from this testimony, and other competent testimony in the case, it was the province of the jury to determine whether or not the time actually taken by the defendant for the transportation of the wheat was reasonable or unreasonable.

It is true the defendant offered the evidence of several witnesses to show a reasonable movement of the car of wheat and the absence of negligence on its part. Its evidence tended to show the movements of the car, the time taken and the various stations en route, and the manner of handling the different classes of freight out of the terminals and along the line. It offered evidence tending to show that delays on account of hot boxes were unavoidable, and that science had not discovered a method for the prevention of hot boxes, and that the car under all the circumstances received a reasonable movement. These matters, however, were for the determination of the jury under proper instructions from the court.—221 Pac. Rep. 1013.

THE CZECHOSLOVAKIAN Trade Ministry announced an increase during the month of January, raising its import maximum to 20,000 tons of breadstuffs a month. Heretofore the limit for several months has been 15,000 tons. About one-half the Czechoslovakian flour imports come from the United States.

Norbeck Bill for Diversified Farming.

Senator Norbeck's bill, S. 2250, has been read twice, referred to the com'te on agriculture and forestry, and reported back with amendments by Mr. Ladd, and now reads as follows, in full:

A BILL

To promote a permanent system of self-supporting agriculture in regions adversely affected by the stimulation of wheat production during the war, and aggravated by many years of small yields and high production costs of wheat.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That it is hereby declared in the public interest that conditions existing in those portions of the United States known particularly as the wheat areas resulting from the stimulation of wheat growing during the recent war and aggravated during subsequent years by low yields and high costs of production should be changed through the encouragement of a system of agriculture not dependent for its success upon wheat alone, but cultivation would include the raising of livestock such as dairy and beef cattle, hogs, sheep, poultry, and the products thereof.

Sec. 2. That from the approval of this Act and until June 30, 1926, the Secretary of Agriculture shall be empowered and authorized to make advances or loans to farmers, as defined and limited in this section, in a sum not exceeding \$1,000 for the purchase of livestock, including dairy and beef cattle, hogs, sheep, and poultry suitable for the development of a system of agriculture as contemplated by the purposes of this Act. The Secretary may purchase such livestock and supply same to the borrower at cost; such advances, loans, or sales shall be made upon such terms and conditions and subject to such regulations as the Secretary may prescribe, including provision for the repayment thereof by amortization or otherwise, but no loan or advance shall be made for a period of more than five years from the date thereof, and all loans shall bear interest at a rate not to exceed 6 per centum per annum and shall be secured by lien on the livestock obtained through the means thereof and upon all the natural increase of such livestock, which said lien shall have priority in payment over all other liens on such livestock and their natural increase.

For the purposes of this Act a farmer is defined as a person engaged in and dependent upon agriculture for the support of himself and his family whether in the capacity of owner, tenant, or cropper. Loans and advances shall be made only to such farmers in the wheat areas of the country as are not reasonably able through their own resources or through existing credit facilities to initiate upon their farms a system of diversified farming, but who show their willingness to enter upon such an undertaking and who may be reasonably expected to develop such a system if given aid and opportunity. No loan shall, however, be made to any farmer who has overdue principal and interest or general obligations likely to result in early foreclosure of mortgages or other liens upon his farm lands or necessary farm equipment unless extension shall be granted by his creditors in such form as will give him a reasonable opportunity to work out his future and to get an ultimate benefit from such loan. The application for a loan or advance shall include an agreement by each farmer to use the proceeds thereof for the purchase of livestock as contemplated by the provisions of this Act.

The Secretary shall avail himself of such information as can be furnished by the agricultural colleges of the various States and other agricultural authorities and agencies, including also the Federal land bank system and the intermediate credit system, in determining what may be appropriate systems of agriculture for a given area and for information with reference to all related subjects. The Secretary

shall arrange with county boards, county commissioners, or other local advisory committees or agencies for initial assistance and subsequent supervision as it may deem proper to promote the efficient accomplishment of the purposes of this Act and may do all things necessary in locating, purchasing, and transporting the required suitable livestock. The Secretary may also, in his discretion, utilize agencies existing at State agricultural colleges, including co-operative agricultural extension forces, to assist him in carrying out the provisions of this Act and may reimburse such colleges for the necessary expenses incurred at the request of the Secretary: Provided, That regular employees of agricultural colleges or co-operative extension workers shall not be authorized to pass upon applications for loans, nor shall they be utilized in other than a general advisory capacity in the purchase of livestock: Provided further, That there shall be no preference for or discrimination against members of any farm organization in carrying out the provisions of this Act. That for carrying out the purposes of this Act in respect of wheat areas there is hereby appropriated, out of any money in the Treasury not otherwise appropriated, the sum of \$50,000,000, of which \$20,000,000 shall be available during the fiscal year ending June 30, 1924, \$20,000,000 during the fiscal year ending June 30, 1925, and \$10,000,000 during the fiscal year ending June 30, 1926, but any amount so appropriated for and not expended during any such fiscal year shall remain available for expenditure until June 30, 1926.

For carrying out the purposes of this Act in respect of other areas, there is hereby appropriated, out of any money in the Treasury not otherwise appropriated, the sum of \$25,000,000, of which \$10,000,000 shall be available during the fiscal year ending June 30, 1924, and \$15,000,000 during the fiscal year ending June 30, 1925, but any amount so appropriated for and not expended during any such fiscal year shall remain available for expenditure until June 30, 1926.

Sec. 4. The Secretary is authorized to provide by regulation or otherwise for the repayment or collection of all amounts, including interest, in respect of any sale, advance, or loan made under the provisions of this Act. There is hereby established in the Treasury a fund to be known as the "livestock loan fund," and all such amounts repaid or collected shall be covered into such fund, and are reserved, set aside, and appropriated, to be available until June 30, 1926, for the use of the Secretary in accordance with the provisions of this Act. After June 30, 1926, all amounts remaining in such fund, and all amounts, including interest, repaid or collected in respect of any such sale, advance, or loan, shall be covered into the Treasury as miscellaneous receipts.

Sec. 5. That any person who shall knowingly make any false representation for the purpose of obtaining an advance, loan, or sale under this Act shall, upon conviction thereof, be punished by a fine of not exceeding \$1,000 or by imprisonment not exceeding six months, or both.

Sec. 6. That the Secretary shall submit a report of his operations to the President at such times as he may request and shall submit such a report to Congress at the beginning of each regular session.

CERTAIN amendments to contract forms were adopted by the Liverpool Corn Trade Ass'n, Ltd., in a recent meeting. Among the products affected are North Pacific wheat, North Pacific barley, California wheat, Oregon and Washington wheat and California barley. A new Strike Rule, applicable to future delivery contracts was also adopted. The amendments and new contracts will come into force on and after the 1st day of March, 1924; the Strike Rule shall come into force on and after the 1st day of August, 1924.

New Grain Loading Galleries at Portland, Me.

The Atlantic seaports of the United States even as far south as Norfolk, Va., cut considerable figure in the movement of Canadian grain to foreign countries; and the more northerly ports especially load out a great deal of Canadian grain in transit during the winter months when the Montreal and St. Lawrence River route is ice bound. From July 1, 1923, to Feb. 16, 1924, the clearances of Canadian in transit grain from U. S. Atlantic ports amounted to 96,071,000 bus.; and during the winter months run at the rate of about 2,500,000 bus. per week.

Portland, Me., as an eastern terminus of the Grand Trunk Railway System of Canada, connecting at junction points also with the Canadian Pacific Ry., is favorably situated to handle this Canadian grain for export. The Grand Trunk Ry. for many years has had two elevators at Portland; and the facilities now have been greatly enlarged by the equipment of the State Piers with grain loading galleries for operation in connection with the railroad's elevators. In the engraving herewith are shown two large ocean sailing vessels, one on each side of the new grain loading gallery, with one of the world's few remaining 6-masted vessels on the left.

From a connection with the pre-existing gallery an incline both conveys and elevates the grain to a much higher level, so as to pass on a horizontal level thru the long gallery for direct loading to ships alongside the pier, a traveling tripper taking grain off the belt at convenient intervals for spouting into the holds of the ships.

The new gallery contains two belts, 550 and 301 ft. long, one discharging on the other, both 36 inches wide, and running at a speed of 900 to 1,000 feet per minute, with a capacity of 18,000 bus. per hour. The belt for conveyor "A" is 626 ft. long, or 4-ply, 32-oz. duck, with 1/32 inch top cover and similar bottom cover. The belt for conveyor "C" is of the same material, but 1160 ft. long. The belts are served by two Weller Mfg. Co. trippers which are of the latest self-propelling type, and load out thru 7 down spouts which can be placed in position by one man.

The troughing and flat belt conveyor rolls, furnished by the Weller Mfg. Co. are of the set-screw supported style. A valuable improvement in this connection is the use of Hyatt Roller Bearings and Alemite Greasing for the rolls. With a long line of belt the power required is so considerable that the saving effected by the use of roller bearings is well worth while. The decreased friction in the idler pulleys is said to reduce the power required to start and run the conveyor 20 to 50 per cent. Added to the saving in lubricants effected by the use of roller bearings in this installation is the economy in labor and grease due to the employment of the positive greasing system; now becoming so popular in automobile service. As far as dust explosions may be caused by overheated bear-



State Pier and Grain Loading Gallery at Portland, Me.



Belt Conveyor and Tandem Drive.

ings they are practically eliminated by this equipment.

The powerful electric motors driving the belts were furnished by the General Electric Co. As shown in the engraving the drive of the 550-ft. belt is tandem; and the silent chain drives from motor to pulley were furnished by the Link-Belt Co. The new conveyor gallery was designed and erected by D. E. McIntire, Inc.

Validity of McNary-Haugen Bill.

While the government may come between buyer and seller by levying and collecting a tax, the government hitherto has never undertaken to compel a seller to accept other than legal tender money. It is outside of the functions of any government to step in between buyer and seller and dictate the terms of payment. As Sec. 303 of the McNary-Haugen Bill does declare it to be the duty of sellers to accept other than money in payment for farm products it becomes pertinent to inquire under what legislative authority Congress does this. This section reads as follows:

PAYMENT AND COLLECTION OF THE FEE.

Sec. 303. (a) Whenever a special emergency in respect of any agricultural commodity has been ascertained and proclaimed, and until the termination of such emergency, under section 22, the equalization fee shall be paid and collected upon every sale of such commodity by or on account of the producer thereof.

(b) It shall be the duty of every purchaser of any such commodity to tender, and of every producer (or the person making the sale on his account) to accept, as a part of the purchase price an amount of scrip, prepared and offered for sale as provided in section 304, equal to the total equalization fee to be paid upon such sale. If any such purchaser fails to make such tender, it shall be the duty of such producer or person to demand such scrip. Such scrip shall be evidence of a beneficial interest in the equalization fund for the commodity, and the holder shall be entitled to the dividends declared therefrom, as provided in section 305.

(c) Any person who fails or refuses to tender or to accept or demand scrip in violation of subdivision (b) shall be liable for the equalization fee and to a penalty equal to one-half the amount of such fee. Such fee and penalty may be recovered together in a civil suit brought by the corporation and shall be covered into the proper equalization fund of the corporation.

(d) In lieu of such scrip the corporation may provide for the filing under oath of monthly returns, in such form and under such regulations as it may prescribe, by purchasers and producers and for the payment of such equalization fees directly to the corporation.

Paragraph (b) declares it to be the "duty," etc. The dictionary defines "duty" to mean "that which a person is bound by moral obligation to do, or refrain from doing; that which one ought to do; service morally obligatory." Duties, therefore, being morally obligatory are not defined by law, as their discharge is voluntary rather than compulsory. And this may have been the thought of the authors of the bill, since it provides no fine or penalty such as are imposed for violation of the criminal statutes.

The only means of enforcement of this

section are found in paragraph (c), making violators liable in civil suit for the amount of the fee, plus 50 per cent. The grain dealer will not be liable to suit under this section if he has "tendered" scrip. A tender does not mean that the other party is forced to accept. It is merely an offer, and simply operates to protect the one offering, from the consequence of a failure to offer. A refusal to accept the tender relieves the party offering of responsibility.

Scrip will pass from hand to hand without indorsement just as do greenbacks or postage stamps. There will be two prices for scrip; one price will be the full value as stated on the face and the other will be that value less the interest on the money invested and less a further amount due to the necessities of the holder or the probability that the government will not redeem the scrip at full value. In other words, scrip will always be purchasable at a discount, elsewhere than at the government post office. The grain dealer may buy scrip at a discount from the same farmers to whom he has handed it, and by using the same scrip over and over again require during the year only one-tenth the amount of scrip that would otherwise be outstanding if the farmers were forced to hold their scrip to maturity. The effect would be to cut down to a very small fraction the revenues of the government from the sale of scrip.

The grain buyer would have two prices for wheat. For example, with scrip having a face value of 30 cents per bushel and the government having announced the ratio price for the month to be \$1.75 per bushel, the dealer would be offering \$1.65, of which 30c would be scrip and \$1.35 cash. His all cash price at the same time would be, say, \$1.50.

The grain dealer who paid only \$1.50 cash when the government ratio price was \$1.75 would pass this saving on to the consumer by selling to the miller cheaper than the miller could buy from the government, the latter being restricted by the law to selling at the full ratio price in the domestic market.

There is thus provided in the language of the bill itself a legal means to defeat its purpose.

The civil suit against the farmer for violating paragraph (c) in not "demanding" scrip could not be prosecuted successfully, as an attempt to make a seller take other than what he chooses in exchange for his property is contrary to the Constitution of the United States, Art. 14 of which provides that "nor shall any state deprive any person of property without due process of law;" and Art. V provides also "No person shall be deprived of life, liberty or property, without due process of law; nor shall private property be taken for public use without just compensation." Paragraph (c) also is subject to attack as being class legislation against the wheat and corn growers in that it provides a method of payment different from that available to growers

of rye, oats, barley and flaxseed. Prosecution would be difficult because the government could not have a spy at all times in the office of the grain dealer to prove that the farmer neglected to ask for scrip.

The bill is un-American, socialistic, communistic and not possible of legal enforcement under the limitations of our present Constitution. Before the rewards of industry can be apportioned by such bureaucratic regulations the government must be revolutionized into a socialistic state; and even after such communistic principles had been completely adopted the government would go to pieces due to the dissatisfaction of nearly all citizens with the shares of the common product allotted to them.

HEARINGS on the McNary-Haugen bill have been suspended by the agricultural com'tee of the House. Did the rampant radicals discover they were wasting their time?

"CORN BORER Control in the Corn Belt" is the title of an educational motion picture which shows how the Federal and State bureaus of entomology are working cooperatively to gain control of the "borer." It is being circulated thru the educational film service of the United States Dept. of Agriculture and the cooperating State institutions from which copies may be borrowed or purchased.

TWO CHANGES have been made in the directorate of the new agricultural credit corporation, the "pool" for financial service in the agricultural northwest. Oliver C. Fuller, chairman of the First Wisconsin Nat'l Bank of Milwaukee, was added to the board, and William J. Gray, vice pres. of the First Nat'l Bank of Detroit, took the place of John W. Staley of Detroit. The board is now ready to begin making loans to farmers.

A NEW STRAW ropemaking machine promises to be of great value to the farmer allowing him a means of making a commercially valuable bi-product from his surplus straw. The straw is fed into narrow troughs and carried forward by means of scored rollers to the spinning boxes. Two-strand ropes are produced. Hereafter farmers will not need to buy rope when in a hurry to hang a pool agitator or promoter.

PROF. METODI Popoff has been called the Luther Burbank of Bulgaria because of the remarkable success he has attained in increasing grain crops by the use of chemically stimulated seed. In an experimental area the wheat yield was increased from 180 to 312 kilograms and rye from 218 to 279 kilograms. By using the chemically stimulated seed the rice crop on a farm was increased from 190 kilograms to more than 490. Prof. Popoff explains that the stimulation of the seeds does not deprive them of germinative powers and points out that second crops have shown the same stimulative effects.



Roller-Bearing Rollers: Tripper and 36-in. Belt of 301-ft. Grain Conveyor on Portland State Pier.



Tandem Drive of 550-ft. Belt Conveyor on State Pier at Portland, Maine.

The Missouri Association Celebrates Its Tenth Anniversary

The 10th annual meeting of the Missouri Grain Dealers Ass'n was held Feb. 13-14 in the convention hall of the American Annex, St. Louis.

Pres. E. S. Harte of Boonville called the first session to order at 2 p. m. and introduced Dr. W. C. Biting, St. Louis, who pronounced the invocation.

Sam'l Plant, pres. St. Louis Merchants Exchange extended a hearty welcome to the visiting dealers, and assured them that the St. Louis grain trade felt honored to have them as their guests. Mr. Plant reviewed briefly the history of the Merchants Exchange; defended future trading and discussed legislation pertinent to the grain trade.

Pres. Harte in responding said: We all like to come to St. Louis, the cordiality with which we are received makes more pleasant our brief stay in your city. We thank you most heartily for your words of welcome. It is with profound regret that I call to your attention the passing of our good friend and fellow member, J. L. Messmore of St. Louis. His loss is deeply mourned not only by this ass'n but by all those who had the good fortune to know him.

Sec'y D. L. Boyer, Mexico, read his annual report, which follows:

Secretary's Report.

Nothing unusual has developed in the grain business or in the association during the past year. There has not been an occasion which has required concentrated efforts by the membership as a whole, but it has been an exceptionally interesting year for our office, as members used the facilities of the office twice as much this year as any year I have been Secretary.

Our arbitration and appeal committees have not had a single case to consider this year, which fact speaks well for our membership, both in the terminals and the interior. Our office has had a number of inquiries in regard to trade differences, but they were all settled satisfactorily.

As our Legislature has not been in session since our last convention, it was not necessary for our Legislative Committee to get together. We were not so fortunate with our National Congress, however, but as our National Ass'n, with which we are affiliated, takes over the burden of leading the grain trade in National Legislation, I will just touch briefly on it.

The tendency towards radical legislation seems to be getting stronger all the time. We have around 50 bills introduced so far that are of vital interest to the grain trade. Our radical politicians and self-selected agitators must be in the seventh heaven of delight as they have been successful in getting introduced into this session of Congress bills calling for the rankest of class legislation.

Most of these bills will never get out of the Committees, but their introduction serves to chill industry and to check new enterprises. It is small wonder that we are not handicapped with more bills than we are when you take into consideration the attitude of our loud-mouthed, self-styled, would-be farm leaders, who openly confess, when you approach them in regard to legislation introduced, that they have no hope of getting it passed, but just introduce it to please their following back home.

Business men are beginning to forget party lines, and some day they will get together and elect men to Congress who have a broad enough vision of life to realize that it is not the proper performance of government to attempt to regulate either the personal conduct of an individual, the corporation or the industry. Much of the legislation now proposed is against class or for class and is contrary to the basic principles of our government. When business men are given the same consideration given to other citizens, industry, thrift and enterprise will again appear in their former activities, and all will prosper equally.

House Bill No. 91. I am only going to touch on one bill, and that was introduced by Congressman Morgan of Ohio. If passed it will do away with the war tax on telephone and telegraph messages. When we sent out our first notices of this meeting we asked each of you to write your Senators and Congressmen urging the enactment of this bill. All your association can do is outline your action, and it is up to you as to whether or not we succeed in helping you. This is an important matter, and means money to you if it passes, and we hope every one of you that has not written will do so at once. This bill was reported favorably

out of the Committee the latter part of January.

Pooling: Most of you have, no doubt, been following the articles appearing in the trade journals in regard to results obtained thru wheat pooling, which has been fostered extensively in Oklahoma, Texas, Kansas, Nebraska and the Dakotas.

The self-selected promoters of our radical farm element have raced back and forth across the wheat belt shouting "Pool your wheat thru central agencies (made up of themselves) and we will save you millions of dollars thru orderly marketing which you are now paying to the grain gamblers."

This appeal to prejudice is looked upon favorably by producers who do not understand that our grain exchanges are well regulated trading places where the dealers in world products meet to buy and sell the products of the farm. Some day our farmers will awaken to the fact that they are being preyed upon by the would-be farm leaders, and will realize that an attack on a Grain Exchange is also an attack upon their grain marketing machinery.

A careful examination of the results of wheat pooling during 1922 and 1923 can only result in a firm conviction that the present methods of handling grain are economical, and every time promoters try to deviate from the methods in vogue they heap financial loss upon the farmers supporting them.

An examination of the financial reports shows that in 1922 Texas and Oklahoma pools cost the members 14.6c per bushel. It also shows that they received approximately 8c per bushel less than producers in that territory who saw fit to market their wheat thru the regular channels of trade.

The North Dakota pool, ending June 30th, 1923, cost the members an average of 13.7c per bushel. In Nebraska it cost approximately 17c per bushel, in Colorado 13c per bushel, and in Kansas around 13c per bushel for a yearly average.

Judging from these figures, it seems that about all the promoters have been able to prove is their ability to double and triple the farmer's costs for marketing his grain.

Most of you, no doubt, recall the controversy in Illinois during Government control, when Mr. Fleish put a maximum handling charge of 8c per bushel on wheat for Illinois points. Most of the trade at that time wondered who in the world was getting that kind of a margin.

Our association, at different times, has endeavored to ascertain about what it costs to handle grain in this state, and while it is difficult to figure out, on account of mixed conditions, we were at least able to get the maximum charges for handling and in no case did they exceed a 7c per bushel margin.

The organizers of orderly marketing pools promise their poor, deluded followers a saving of 5c per bushel. The above mentioned figures not only prove that they failed to do as promised but cost their pool members from 5 to 8 cents per bushel more than if they had marketed their grain thru regular channels.

Numerous cases have been reported where members of these pools have endeavored to break the five year contract the promoters got them to sign, and in no case have we learned that they were able to get around the contract. You can bet your last dollar that these contracts are air tight, because it is too profitable to the promoters to allow any of their suckers to get away through faulty contracts.

My purpose in including this subject in this report is because it is our understanding that we are to have the pleasure of having a score of pool organizers try to work Missouri this spring, and as a number of our farmers' elevator members have asked for information on this subject, we are going to try to have a general discussion of it.

Practically every manager of our farmers' elevators that we have approached so far on this subject is bitterly opposed to the pooling plan, but they fear that their stockholders will fall in with the plan when approached by the smooth tongued promoters.

Inasmuch as they are about to try to promote Missouri, we feel that every grain dealer and miller owes it to his farmer patrons to familiarize himself with the contract and the general results in other states, so that he can advise them about the pool, and acquaint them with the facts before the promoters hit his section.

The results of these pools recall this association's efforts to offset the work of the U. S. Grain Growers, Inc., organizers before they hit this state. We held 16 local meetings in this state that year, and tried to show how a movement of this character could only result in a loss to farmers joining in the movement. At that time we were criticised for our efforts, and were accused of selfish motives. We all know the result of that movement, and we have in our files some 50 or 60 letters from co-operative companies thanking us for our interest in their welfare.

Membership: We did not hold as many local meetings this year as we usually do. The reason for this was because the Board of Directors decided at the Kansas City meeting to have the Secretary spend as much time as possible last summer and fall soliciting new members thru personal solicitation; 32 new members were added last year. Our loss in membership thru going out of business and failing to pay dues resulted in a loss of 30, leaving us a net gain of 2 members for the year. The personal solicitation for members is very satisfactory, but it is also very expensive.

The following is the financial report of this office from April 25th, 1923, to February 13th, 1924:

Secretary's Financial Report.

RECEIPTS.

Bal. on hand April 25th, 1923.....	\$1,443.64
Membership fees and dues	437.59
Advertising	1,204.75
Sale of Ford coupe	450.00
Miscellaneous	156.36

Total\$5,984.20

DISBURSEMENTS.

Salaries	\$2,975.00
Secretary's traveling expense	437.59
Office expense	424.63
Printing	125.68
Special traveling expense (membership)	683.66
Cost of Ford coupe	655.25
National Ass'n dues	138.00

Total\$5,439.81
Bal. on hand Feb. 13th, 1924\$ 544.39

\$5,984.20

We still have a good old optimist over in Indiana by the name of Riley, and I am going to quote from his 10th bulletin. It was called:

"The High Cost of Demagoguery." It would be interesting to know the full extent of the financial damage which has been done to the farmers of America by the political calamity howlers who have been depicting agriculture as a bankrupt enterprise. That the figures would run into the billions seems certain. Any other business would be ruined by the wholesale circulation of the yarn that it is unprofitable and insolvent. The increase in the returns received by the American farmer for his output in 1923 over 1921 is approximately a billion dollars. Any other form of business enterprise would regard a charge of pauperism coupled with appeals for governmental charity as a menace to credit and prosperity. Yet the most evil effect has been psychological. The minds of millions have been turned from farming as a field for investment or occupation.

"The farmer himself has been infected by discouragement which militates against progress. Buying by the farmer has been discouraged, which has started the endless chain of depression in other business channels. And what have the calamity croakers actually done for the farmers? What can they do that will be of actual help to him? Has any level headed farmer much faith in the political nostrums they offer? Does the average farmer think he has much in common with the destructive doctrines these leaders in demagoguery are peddling in exchange for votes? Are not the natural processes of recuperation from the inflation of the war period bringing a relief that is real and substantial in all portions of the country where crop failures have produced a depression which favorable weather alone can cure? Why not look on the favorable side of the picture? Gloom never lifted a mortgage or paid a dividend. Returning prosperity has done for demagogues in the past and it will do it again."

Treas. W. W. Pollock, Mexico: My report is identical with the financial report read by the sec'y. I want to take this opportunity of urging the members of this ass'n to take a more active interest in the upbuilding of the ass'n. Every member should make it a point to get other grain dealers to join. Never was there a time when this ass'n was of more vital importance to the grain trade than now.

Pres. Harte appointed the following committees: Nominations: A. H. Meinershagen, Higginsville; W. L. Lingle, Bethany; M. L. Stuart, Montgomery.

Resolutions: A. C. Harter, Sedalia; H. H. Green, Pattonsburg; J. J. Culp, Warrensburg; J. O. Ballard and Roger Annan, St. Louis.

Auditing: A. E. Klingenberg, Truesdale; D. B. Kevil, Sikeston; A. G. Sullivan, Nevada.

C. D. Morris, of the Western Railways Com'ite on Public Relations, Chicago, addressed the meeting on "Transportation," which is published elsewhere in this number.

Chas. Quinn, sec'y Grain Dealers Nat'l Ass'n in discussing the many problems confronting the grain trade at the present time said: The farmer's first thought when he thinks he is getting the worst of it is to go to the government seeking relief. Most of the industries are going along on one level, while the farmer is on a parallel level below. There are only two ways to adjust this thing and

that is either to bring the farmer up to the higher level or the industries down to the farmer's level. The McNary-Haugen bill puts the gov't into the grain business—it is nothing more than a huge national pool financed by the taxpayers—and we really believe that either this bill or the equally vicious Norris bill will be reported out of com'ite. Every organization in the grain trade must co-operate to defeat both of these bills. The agricultural com'ites of both the house and senate are radical and hostile to the organized grain trade.

Judge D. G. Taylor, St. Louis, prefaced his remarks on the proposed amendments to the Missouri Constitution, with an appeal that every citizen take a more active interest in the government.

R. F. Britton, pres. Automobile Club of Missouri told of the work of the club in conjunction with the state highway commission in getting better roads for Missouri.

Adjourned until Thursday, 2 p. m.

Thursday Afternoon Session.

Pres. Harte opened the second session by introducing John Baker, of the Western Traffic Ass'n, Kansas City.

Mr. Baker said in part: The grain dealer to get action on his claims against the carriers must keep accurate records. A great many grain dealers do not know the condition of their scales. One plan that seems to be the most feasible is to have more than one person to inspect the starting number on the automatic scale prior to movement of grain to car, and after loading is completed have the manager of the elevator as well as the parties making the inspection of the starting number, verify the finishing number. This assures the collection of all claims, as it is a positive loading record. These claims are collectable under reasonable tolerance and allowance for natural shrinkage and scale variations. I cannot put too much stress on the importance of keeping all grain records accurate and up to the minute.

Roger P. Annan, St. Louis, spoke briefly on legislation affecting the grain trade, and urged that every known pressure be brought to bear

in an effort to defeat the McNary-Haugen and Norris bills.

Sec'y Boyer read the following resolutions, which were adopted:

Resolutions.

Less Government in Business.

RESOLVED: The pledge of less government in business and more business in government met with endorsement by the citizens in 1920. We urge the federal administration and Congress to observe this pledge.

We denounce all legislation designed to impair property rights and deprive the industrious of enjoying the fruits of their individual initiative and energy.

Price Fixing.

WHEREAS, there is a sentiment existing in Congress, fostered by influences throughout the country in sections producing single crops for the fixing of prices at which such production should be marketed. Therefore, be it

RESOLVED, That this association disapprove of government price fixing for agricultural products or any other commodities.

Sales Tax on Grain.

WHEREAS, the sales tax on grain for future delivery, which is practically the only sales tax that affects the farmer, is a burden upon production, adding that much more to the cost of distribution and is eventually borne by the producer in the price he receives for his product; therefore, be it

RESOLVED, That this association urges upon Congress the passage of the Newton Bill, known as H. R. 4523.

Ask Reduced Taxes.

RESOLVED, That we favor the enactment of legislation that will relieve the burden of taxation now resting upon business and urge the Senators and Representatives in Congress from this state to give their support to the principle of Secretary of Treasury Mellon's recommendation for the reduction of federal taxes. We favor a material reduction of the taxes now being imposed by the state, county and local government and urge budgetary procedure for all government units.

Support Assn. Activities.

WHEREAS, the official department of this association has taken a very active part in the matter of proper and beneficial legislation and is to be commended by all interested parties in the grain trade in giving information on subjects of vital importance, be it

RESOLVED, That all persons receiving such information make it a personal duty to assist in such good work by giving their support to our officers and communicate with their respective Senators and Representatives, giving their views in favor or against all important legislative matters.

Orderly Marketing of Grain.

WHEREAS, for several years there has been a determined effort by agitators to break down the terminal grain marketing system of the country and substitute therefor untried theories backed by organizations with no experience in the distribution of grain, and

WHEREAS, there has been several millions of bushels of wheat marketed through these organizations at a price that nets the producers a great deal less than the average price obtained through the established market facilities, and

WHEREAS, associations are being organized because of gross misrepresentation of facts in regard to the functions of terminal markets and the profits accruing therefrom and without knowledge of the world's seasonal demands for wheat; therefore, be it

RESOLVED, That this association combine its efforts with all grain dealers' associations of the country in a publicity campaign to obtain wide distribution through trade papers and the country press of the analysis made by Mr. B. W. Snow of the seasonal demand for the exportable surplus of wheat so that the farmer may understand the world's competition under which he must sell his products and disclose to him the fallacy of the so-called orderly marketing program being advanced by theorists.

Let the Railroads Alone.

Realizing the necessity for ample and efficient transportation facilities if the nation is to continue to develop and grow, and fully appreciating the capable handling of transportation during the past year, we earnestly urge that the present laws governing the railroads be let alone, as we believe the transportation act of 1920 to be a fair and conservative statute. Anything less liberal might not only cripple transportation to the detriment of all, but would prevent the necessary growth of the railroads to meet the constant increase in population and commerce in this country.

Sympathy and Condolence.

WHEREAS, Divine Providence has removed from our midst since our last meeting our esteemed brother, J. L. Messmore, of St. Louis; therefore, be it

RESOLVED, That we greatly deplore our loss in the passing of this member, who was so diligent in the upbuilding of our association in a most loyal manner and that we convey to his bereft family our heartfelt condolence and sympathy.

Thanks.

WHEREAS, the members of the St. Louis Merchants Exchange have been most loyal and generous with their entertainment while in the city; therefore, be it

RESOLVED, That we tender our sincere thanks to all the speakers and to the members of the St. Louis Merchants Exchange.

Sec'y Boyer also read the report of the auditing com'ite which found the books of the ass'n in order.

Sec'y Boyer and Mr. Quinn explained the pooling contract, and on motion by Mr. Meinershagen the sec'y was instructed to write frequent letters to members of the Missouri grain trade explaining in detail the workings of this contract, urging the dealers to correctly inform their farmer patrons regarding it.

The following officers, recommended by the nominating com'ite, were elected: E. S. Harte, Boonville, pres.; A. C. Harter, Sedalia, vice-pres.; W. W. Pollock, Mexico, treas. Directors for two years: D. J. Rootes, Tebbets; D. B. Kevil, Sikeston; J. M. Richards, Hannibal; P. C. Pate, Joplin; Geo. Wolf, New Haven.

Adjourned *sine die*.

The Entertainment.

St. Louis has always had the reputation as an extraordinary host, but its hospitality was never more in evidence than on Wednesday night when the visiting dealers, their wives, sweethearts and friends met on the trading floor of the Merchants Exchange. Several acts of high grade vaudeville were presented for the amusement of those present. Between the acts, those who cared to do so, danced to the strains of an excellent orchestra. An elaborate buffet luncheon was served throughout the evening.

CONVENTION NOTES.

E. D. Bargery represented the Union Iron Works.

F. E. Finch and E. A. Sullivan represented Kansas City.

E. N. Williams, yas sah, was there from Nashville, and with him came his snappy side show.

J. T. Peterson of the Grain Dealers Nat'l Mutual Fire Ins. Co. was the only insurance representative present.

Of course J. L. Frederick, "daddy" of the ass'n, was on hand at both sessions. He also handled a mean foot Wednesday night.

Dealers present included: J. J. Culp, Warrensburg; E. W. Edmonton, Mexico; C. F. Eggers, Pacific; H. H. Green, Pattonsburg; C. E. Gorman, Wakenda; O. Heim, Vandalia; O. C. Harter, Sedalia; D. E. Huddleston, Wakenda; C. R. Karrenbrock, Wentzville; D. B. Kevil, Sikeston; J. S. Klingenberg, Concordia; A. E. Klingenberg, Truesdale; J. L. Lynes, Columbia; J. H. Miller, High Hill; A. H. Meinershagen, Higginsville; Daniel Mills, Wellsville; E. Sandbothe, Martinsburg; E. H. Schelp, Emma; O. G. Sullivan, Nevada; L. F. Tucker, Frankford; R. W. Taylor, Martinsburg; C. A. Wilder, Laddonia.

CONSPIRACY between retail dealers and associations of manufacturers of farm implements to interfere with the buying of farm equipment by farmers' co-op, ass'ns in the Atlantic seaboard states and to fix and maintain retail implement prices is charged by the Federal Trade Commission in a lately issued complaint against over 500 retailers and manufacturers. Too bad none of the courts are willing to uphold the opinions of this worthless, meddling some body.

BUFFALO, N. Y.—The University of Buffalo has opened a course for grain men, so that the employes of commercial grain firms may gain a broader knowledge of their business. At the end of the course the student should be able to recognize, identify and classify the various grains, to judge their quality and condition, and have a practical knowledge of grain handling and inspection. Instructors will be: W. R. Comb, grain supervisor, U. S. Department of Agriculture, and lecturer at the University of Buffalo; J. T. Cavanagh, federal grain supervisor; P. D. Connors, chief grain inspector, Buffalo Corn Exchange.



E. S. Harte, Boonville, Mo., President.

Feedstuffs

SAC CITY, IA.—J. E. Hall will be the successor of Bell & Son in their feed business on Mar. 1st.

CHICAGO, ILL.—The Clover Leaf Milling Co. has been incorporated for \$20,000 by P. L. Mattes, O. E. Keller and J. U. Corsby.

CHICAGO, ILL.—The Golden Grain Milling Co. has been incorporated. The incorporators are P. L. Mattes, O. E. Keller and J. U. Corsby.

SLEEPY EYE, MINN.—An attrition mill has been installed at the Farmers Elevator Co. The company will now handle tankage, oil meal, bran, shorts and grind feed.

DAVENPORT, IA.—The Northern Illinois Cereal Co. of Lockport, Ill., may purchase the Purity Oats plant here, three representatives of the company having inspected the property with a view to making a bid.

PHILADELPHIA, PA.—At the annual election of the Commercial Exchange the following were named to serve on the feed com'te: W. O. Fehling, M. F. Baringer, M. A. Smith, D. J. Sullivan and H. F. Brazer.

FORT WORTH, TEX.—The Texas Grain Sorghum Growers Ass'n has contracted with the Fort Worth Elevators Co. for storage of 500,000 bus. of grain sorghums with a view to gradual marketing of the crop.

COLUMBIA CITY, IND.—H. N. Guthrie has recently purchased the J. W. Calbeck feed mill, known as the Jack Portman mill. The plant will continue to manufacture Monarch feeds, and will be known as the Monarch Feed Co.

CLINTON, MO.—We have just completed a new feed mill for the manufacture of dairy and chick feeds. We are contemplating extending electric power thru our entire plant in the spring.—J. R. Bailey, Bailey Grain & Mfg. Co.

TERRE HAUTE, IND.—Fire slightly damaged the building and destroyed a quantity of stock feed of the Commercial Solvents Corporation at midnight Feb. 1. It started in the rotary drier where the mash is prepared for stock feed.

NEW ULM, MINN.—The Eagle Roller Mill Co. has registered trade mark No. 188,111 to be descriptive of poultry feed. The trade mark pictures a hen in a circle surrounded with baby chicks. Chicken feet are shown on each side of the circle.

PORTLAND, ORE.—The head miller and all the old formulas of the Kerr-Gifford Milling Co. have been taken over by the Hodgins-Brewster Milling Co. Prof. S. E. Hodgen is specializing in pig and dairy feeds, while C. S. Brewster is taking care of the poultry feeds.

PUYALLUP, WASH.—H. B. Clark of the H. B. Clark Feed Co. has leased the Puyallup building which he will remodel for a salesroom and office. The company will move into the new quarters very soon and will use the building that they are at present occupying for storage.

TULSA, OKLA.—An automatic grinding and mixing mill for poultry and dairy feeds has been installed by the Binding-Stevens Feed Co., a \$75,000 corporation. W. J. Stevens of Los Angeles is pres., C. R. Binding of Ft. Smith is vice-pres., J. W. Binding is treas., and L. J. Orth is sec'y.

CHICAGO, ILL.—The Quaker Oats Co., in its annual report announced that its profit and loss surplus on Dec. 31, 1923, totaled \$6,877,214, an increase of \$2,015,556 for the year. Dividends on preferred stock for the year amounted to \$1,080,000, and on common stock to \$1,293,750. John Stuart, pres. of the company, says that competition in both this and foreign countries has been exceedingly keen. The foreign business is continuing satisfactory.

COLFAX, WASH.—The Colfax Grain & Feed Co. have started operating a new feed mill. Two mills formerly operated by this company have been destroyed by fire. All kinds of feed will be handled at the milling plant, and seeds and feed will be carried at the uptown store of the company.

MEMPHIS, TENN.—The Consolidated Molasses Storage Co. has been incorporated, and the Swift Refinery storage tanks of 1,000,000 gallons capacity have been purchased by members of four of the large mixed feed manufacturers. The concerns will co-operate in buying molasses, which they use in their feed business. They will be protected against any radical price changes by keeping a sufficient amount on hand. The incorporators of the company are members of the Edgar-Morgan Co., Pease & Dwyer and the Royal Feed & Mfg. Co.

BIRMINGHAM, ALA.—The Sunny South Grain Co. has registered under No. 183,950 a trade mark portraying the sun rising over a field of grain, descriptive of cattle, chicken and pigeon feed. The picture is in a circle. In an outer circle are the words "Sunny South" and two grains of wheat, and above this are three letters I. X. L. Under No. 183,949 the same company for the same feeds has similar trade mark; the rising sun, emitting rays of light, is pictured in a circle with the words "Sunny South" between the rays. Another circle bounds the inner one. On top is the word "Ideal."

SOYA BEAN oil is being sold at Chicago at 10½c, on the Pacific coast at 10c, in sellers' tank cars, and at 11½ to 11¾c at Chicago in barrels, carloads, for prompt shipment. The soya bean oil market is growing as is also the market for its by-product, the residue left after the oil is pressed from the beans, which is sold for cattle feed. Basis prime peanut oil is quoted at 12½c, f. o. b. southern point, in buyers' tanks; refined deodorized edible peanut oil in cars, barrels is sold at 15½ to 16c, f. o. b., Middle Western points. Corn oil is being sold at between 9 and 10c with the refined edible product quoted for shipment at 11½ to 12c in carload lots, barrels, f. o. b., Chicago.

Uniform Labels for Feed Containers.

For two years, A. P. Husband, sec'y of the Millers National Federation, has been working as a member of the Com'te appointed by the Ass'n of Feed Control Officials of the United States, to draft uniform labels for packages of feedstuffs, and a uniform registration blank for commercial feedstuffs. Both have been drafted and the following 33 states have approved the uniform labels:

Alabama, California, Delaware, Florida, Georgia, Illinois, Indiana, Iowa, Kansas, Louisiana, Maine, Maryland, Massachusetts, Michigan, Minnesota, Mississippi, Missouri, Nebraska, New Jersey, New York, North Carolina, North Dakota, Ohio, Pennsylvania, Rhode Island, South Carolina, South Dakota, Tennessee, Vermont, Virginia, West Virginia, Wisconsin, Wyoming.

The following 28 states were in favor of the Uniform Application Blank for Registration as submitted by the Com'te: Alabama, Delaware, Florida, Georgia, Illinois, Indiana, Iowa, Kansas, Maine, Maryland, Massachusetts, Michigan, Minnesota, Mississippi, Missouri, Nebraska, New Jersey, New York, North Carolina, North Dakota, Ohio, Pennsylvania, South Dakota, Tennessee, Vermont, Virginia, Wisconsin, Wyoming.

Type forms covering mixed feeds in general, wheat bran with screenings and wheat shorts with screenings, etc., wheat bran, standard middlings, flour middlings, red dog flour, brown shorts, gray shorts, white shorts or white middlings, wheat mixed feed, wheat bran and standard middlings, and poultry feeds are submitted. These follow a standard form thruout giving the name of the product, weight, name of manufacturer or person or company manufactured for, guaranteed analysis, and ingredients.

Unusual about the uniform registration blank

is the requirement, in a specified place, of an exact copy of the applicant's label and guarantee.

Feed control officials will furnish these registration blanks in duplicate. The applicant will fill out and mail original and carbon copy to feed control official of his state. If approved the official will date, sign and number them, returning the original to the applicant as certificate of registration and keeping the carbon copy for his files. A slight variation in the application blanks of some states will be made to fit particular requirements of state laws.

It is expected that some of the feed control officials will adopt this uniform system for 1924 operations but the majority of them are likely to wait until their present supply of blanks are exhausted.

Feeders Competing with Driers for Low Grade Corn.

Industries and feeders at Kansas City, Mo., have been buying No. 4 corn freely and keeping this grade out of reach of elevators. On account of the narrowing of the discount on No. 4 compared with No. 3 elevators have reduced their purchases on account of the higher moisture content.

Besides the loss in weight by drying the elevators have to consider the keeping quality of the corn which is doubtful this season on account of the development of acidity before the corn was cured, said to be .27 to .30 of 1%, and rather high, and promising that the corn will go out of condition when the germinating season arrives.

Oats Scalpings Good Feed.

The constantly growing demand for cleaned grain screenings is ample evidence that the lack of confidence in this material on the part of Canadian feeders is rapidly being outgrown. This condition is attributable to several factors—the Feeding Stuffs Act which forces removal of deleterious weed seeds and of chaff and dust; the introduction into mills and elevators of improved grain and screenings cleaning machinery; the classification and standardization of screenings, and a wider recognition on the part of the trade that the proper cleaning and grading of this material is essential to the establishment of a ready and steady market.

There is one class of grain cleanings standardized by the Board of Grain Commissioners and sold under the name "Oats Scalpings" that has not as yet found a wide market in Canada but which is increasing in popularity and demand as it becomes better known. The average sample weighs from 36 to 38 pounds per bushel and consists of from 50% to 75% of wild oats with a total from 70% to 90% of wild oats and domestic oats combined. The remainder is made up of wheat, barley and other coarse grain recovered along with the oats and wild oats in the process of cleaning the wheat. It is evident, therefore, that for utility purposes "Oats Scalpings" are comparable with the feed grades of oats.

The principal objections of feeders to screenings are the lack of uniformity as between different shipments and the danger of spreading noxious weeds. "Oats Scalpings," however, vary but little in composition except in the proportion of oats to wild oats, any increase in the percentage of the former usually being balanced by a corresponding decrease in the percentage of the latter. Furthermore, unlike most other classes of screenings, oats scalpings are practically free from fine weed seeds, hence excessively fine grinding, entailing high power and special machinery, is not so necessary as with the other classes. An additional advantage is that oats scalpings either whole or ground may be obtained at the flour mills as well as from the elevator, particularly at those mills of larger capacity which are equipped with modern cleaning and grinding machinery.—Geo. H. Clark, Commissioner of the Seed Branch of the Dominion Department of Agriculture.

Three-Year Chart of Feed Prices.

The La Budde Feed & Grain Co., Milwaukee, Wis., has compiled a comparative chart showing relative prices for feedstuffs for every week during the past three years.

It is a splendid chart being 18 by 24 inches in size, carrying one large graph showing relative prices on oilmeal, bran, midds, oats, and corn during the year of 1923, and five smaller graphs showing the comparative prices for each of these commodities during the three years past. It is well compiled on an excellent grade of paper and using five different colors of ink in the printing.

The Hay Grades Conference.

The public conference held at the Dept. of Agri., Bureau of Agricultural Economics, Washington, D. S., recently at which the proposed new Federal hay grades were presented for the consideration of the hay interests of the country, was well attended, and after a full discussion lasting throughout the entire day, the conference endorsed the grades as amended and declared them to be adapted to the marketing of hay, and commended them to the trade.

Maurice Niezer, who left his business and went to Washington at the request of the Bureau of Agricultural Economics, last October, for the purpose of making grades that would be practical and workable, feels that he has accomplished this end and made good his promise to the hay men at West Baden last summer, to get Federal grades that were adapted to the marketing of hay and which could be approved. Mr. Niezer will leave Washington shortly for his home in Fort Wayne to take up his hay business.

Electrochemical Treatment of Seed Wheat.

The electrochemical treatment of seed wheat decreases, rather than increases the yield, both in quantity and quality, of the grain according to recent experiments conducted at the Arlington Experiment Farm. Neither does this method of subjecting seeds to electrical treatment by means of soaking them in a conducting solution thru which electricity is passed for 2 or 3 hours help in any way to prevent disease infection the experimenters say.

Wheat Costs.

The Tariff Commission has completed its hearing on the cost of producing wheat in the United States and Canada and the tone of the report is likely to indicate an increase in duty. The flexible provisions of the tariff act authorizes the President to alter the 30 cents a bushel rate, now in effect, 50 per cent in either direction.

Former Senator P. J. McCumber of North Dakota made an investigation on wheat in North Dakota and Canada, and places production costs much higher than preliminary costs as found by the commission's experts. Production costs are particularly higher in the United States, where, for hard spring wheat, last year, it is claimed to have ranged from 85c to \$2.19 per bushel. In Canada the range was quiet a bit lower being from 53c to \$1.19 per bushel.

Probably the greatest contributor to high production costs in the United States is the inflated value which is placed on U. S. wheat land. Interest and taxes must be added to expenses and depreciation before they can be deducted from the total receipts and frequently the net profit left the grower is very small.

So long as our farmers persist in growing wheat in excess of our needs the surplus must be sold abroad in competition with wheat from the cheap land of other exporting countries, and that will control the price in the United States regardless of any import duties we may establish.

Ohio Farmers Grain Dealers Ass'n in Toledo.

The ninth annual convention of the Ohio Farmers Grain Dealers Ass'n was called to order at 10:30 Thursday morning, Feb. 21, at the Waldorf hotel in Toledo, O.

Thursday's meeting proved alive with discussions on the problems of grain dealers.

Mayor Brough made the address of welcome and was answered by Pres. D. J. Lloyd of Waterville.

E. G. McCollum, sec. of the Indiana Farmers Grain Dealers Ass'n, addressed the meeting on the problems and future of the industry. He expressed the opinion that the grain industry would not develop broadly until there is a fair and equitable division of labor and activities. This will require free-minded labor, a new type of leader and concerted action in the various phases of activity. He denounced "pools" as destructive to the best interests of the grower and advised the delegates to stick to their elevators and fight. Education, he suggested, should be the chief means of fighting.

Mr. McCollum thinks that rural America is becoming "organization-bound." He believes that altogether too many farmers' organizations are being hurriedly formed, and suggests that this might be rather expensive to the farmer. Each ass'n has running expenses and the greater the number of ass'ns a farmer belongs to, the greater the overhead. He advises the forming of one ass'n for all purposes and cutting down the overhead. Able and enthusiastic leaders can be employed and the farmers, collectively, can hire specially trained men to run their ass'ns.

D. A. Brickner, Sidney, discussed "Can Co-operatives Operate on a Strictly Cash Basis?" saying that they could and outlining a program. This started a debate. Various systems were introduced and each was accorded recognition.

O. W. Cole, Jenera, advocated the shipping of livestock as a sideline and claimed that it could be done successfully.

Charles B. Krohn, Deshler, told about his twelve years of experience as an elevator operator.

C. M. Silcox, Lima, discussed the selling of fertilizer.

M. M. Perkins, Valley City, talked about the profit of sidelines in the industry.

In the evening the delegates attended a banquet in the Chamber of Commerce. Songs, comedy, music and other forms of entertainment were executed for their benefit.

Jesse Hurlbut, Pres. of the Produce Exchange, introduced a number of speakers among whom were ex-Sec'y of Agriculture of Illinois Charles Adkins; Rush Croninger, Grand Rapids, O.; and C. W. Palmer, Defiance.

Friday's session defended the modern grain marketing system as developed in the United States, and closed the day with the reports of com'ites and the election of officers.

Charles Adkins, director of agriculture in Illinois under ex-Governor Lowden, spoke at some length on farmers' organizations in his general theme of grain marketing. Speaking from his 54 years of experience as a farmer he declared that our present grain marketing system is better than any other upon the globe and urged the co-op. elevator men to support it.

Grain Exchanges Necessary.

Mr. Adkins explained the need of well organized grain exchanges, composed of honest and well financed dealers. He deplored all attacks from whatever source which serve only to impede proper functioning of the exchanges. The first farm produce exchange was on the shore of the Mediterranean, he said, a rock being the meeting place for buyer and seller. With more buyers and more sellers today than ever before in history, the need for a meeting place where responsible agents of the millions of sellers and the multitude of buyers can dick, is apparent. That rascals creep into the grain trade, as in all other lines of human endeavor, he freely admitted, and declared no agency is so able to spot the crooks and eliminate them from the trade as a properly functioning exchange.

Theorists have urged farmers to go a step farther and organize terminal marketing agencies. Fifty cash grain firms in Chicago have gone out of business in the last 10 months. I will not urge my farmer brethren to put their money into something in which I will not put mine. I'll wager that there are not 20 cash grain receiving firms in the whole country that have met expenses in the past 10 months.

Let economic laws take their course, wiping out those firms which constitute a surplussage. By far a larger percentage of grain is going direct from country elevator to processor than ever before and need for terminal elevators seems slowly passing, altho it is doubtful if the time ever will come when the terminal interests will not constitute a necessary cog in the marketing machine.

When the farmers' elevator was first organized more than 20 years ago in his community in central Illinois, it was the intention of the management eventually to draw from surplus to join in promoting a terminal elevator. In recent years central Illinois has found processors close at hand and but little grain, especially corn, has found its way to terminals.

The farmer elevator manager's chief problem is financing. In order to pay a dividend economy is practiced at every turn and these elevators today are not interested in passing the dividends in order to tackle terminal market fields where the fruits of conquest are liable to be disappointing.

The day is nearing when the fate of the grain industry in this country rests more on the genius of the manufacturer of grain products. No country can compete with the United States in processing of grains, one corporation alone manufacturing more than 100 products from corn.

The central marketing business won't spoil and if in years to come the co-operative agencies of the tried and tested, dividend paying type, see their way clear to enter the central arena, they will still have their chance. Success of the various theories, isms and proposals for increasing farm income, he pointed out, can be increased only in dividends therefrom.

H. C. Ramsower, director of extension dept., Ohio State University, spoke on "Co-operative Agriculture." He said that many farmers' organizations had failed and many more would fail because they failed to satisfy the farmers' real needs. The law of economic forces will naturally eliminate the unfit and useless ones that are merely hanging on.

The convention went on record in its resolutions as not being opposed to new and untried methods but as preferring the experimenters with all such panaceas to do their experimenting in territories untouched by farmers' elevators.

D. J. Lloyd, Waterville, was re-elected pres.; Eli Dickey, Jewell, first vice pres.; Charles Krohn, Deshler, second vice pres.; Henry Schnavley, Deshler, director for two years, and L. I. Winch, McClure; Roy G. Arndt, Shinrock, and O. W. Cole, Jenera, all directors for three years.

THE POLISH Government is arranging for the collection as farm taxes of an export of approximately 320,000 tons of rye and 40,000 tons of barley. Poland heretofore has restricted the export of these cereals.

Bonds of Indemnity in Lieu of Original Paid Freight Bills or B/L.

BY OWEN L. COON.

In an article in the Journal for Feb. 10 I commented on the first requirement of a carrier, in considering a claim for loss or damage, is the presentation of the original paid freight bill, and sometimes a request made for the original B/L.

I do not attach much significance to the original B/L feature. The consignee has to furnish evidence of ownership before he can secure possession of property at destination, and the original B/L is invariably taken up on any consignment billed shippers order notify and unless the consignee be well known or well established in business at destination, a shipment billed to him straight will cause him to surrender the original B/L to secure delivery.

But on this question of bond of indemnity in lieu of original paid freight bill, or B/L either for that matter, I do not see any objection to giving the carrier such a document if it will expedite its decision on a claim filed.

Board of Trade Radio.

"WDAP, the official broadcasting station of the Chicago Board of Trade, located on the Drake Hotel," was purchased and transferred as to operation Dec. 1, 1922.

The object of owning and operating the Board's own station was publicity, service and establishment of good will for this Association.

The results have been satisfactory from the Comite's point of view, altho necessarily more indirect than direct as to production of actual business for our members, which will become evident upon revival in business.

The contract for purchase provided that the station should transmit the market quotations during the daytime in the summer to a distance of three hundred miles. In July and August of 1923 tests were made, and our quotations were received as far as six hundred miles distance, the judges being the Board of Trade wire chief and Thorne Donnelley who, with J. Elliott Jenkins, built the transmitter.

As to publicity, the opening words of this report have been heard in every State in the Union, every province in Canada, many ships at sea (Atlantic and Pacific), Central American States, Cuba, Porto Rico, Rio de Janeiro, Mexico, Hawaii, Samoa, England, Scotland and Wales—the distant points at nighttime. Our markets have been heard in daytime as far as Kansas, Nebraska, Georgia, Mississippi and New York. Thus, the Board of Trade is now known to exist as a commercial agency more widely than ever, as the letters received will indicate. During one of our so-called "contests," the station received forty-seven hundred telegrams and long-distance phone calls. During the week when the radio public was asked to state what material was desired from the broadcasting stations, WDAP received 98,000 letters.

The Board of Trade is mentioned before and after practically every performance that goes out. Very little is said about the good reception of our market signals, but let the station miss one quotation period and we learn how widely they are depended upon.

As to service, during wire trouble on account of storms WDAP furnished market reports to wire houses, as stated, from one grain center. During the disastrous snowstorms of last year the station, with the cooperation of amateurs along the line, practically operated two railroad systems.

Farmers have written us in large numbers thanking us for the service. Elevators in Ohio, Indiana, Illinois, Iowa, Missouri, Michigan, Nebraska and South Dakota have testified to the value of the service. Some twenty-five banks post our quotations, which means that country banks are willing to pay a tribute to the usefulness of our market information. We were asked to broadcast the cattle market at the 10:30 period for the benefit of the cattle men who want the information and, as reported by a private wire house, were beginning to trade heavily on our exchange. The market information given on grain and live stock has aroused the dairy interests to such an extent that they are now formulating a plan for giving us authentic matter for broadcasting. One party from Des Moines, Ia., admitted he never knew real grain was handled on our Board until he heard it over the radio, indicating the possibilities of a campaign of education, which is now in process of building.

No opinions are broadcast, nothing but facts obtained from recognized official sources. Names of Board members are never mentioned. The station is kept free from individual self interest or advertising.

The station has brought us in very close and satisfactory relationship with the Federal department of radio dissemination of agricultural information in the Department of Agriculture. WDAP has been commended by Mr. Cox for its accurate and consistent broadcasting of weather reports furnished direct from Washington.

Our station is the only one in this district permitted to broadcast the Federal Health Bulletin, issued by that division of the Treasury Department, and has received several letters of commendation and appreciation.

The Bureau of Navigation, under the Department of Commerce, has expressed formally its gratification in connection with the consistency of our operation from a technical point of view. The Federal radio inspector at Chicago has in many ways shown his cordial feeling toward WDAP.

The Elgin National Watch Co. has a special and private line to our station for the transmission of time signals, and in their advertising campaign now under way they mention in virtually every article that the Chicago Board of Trade broadcasts their time signals—a high grade form of publicity.

"Located on the Drake" carries with it the association with the greatest hotel in the west—makes the station popular with artists who perform for us—gives us two orchestras to broadcast—a line to the Blackstone adds another very high grade orchestra, and we have microphone lines to every dining room in both hotels, permitting broadcasting of after dinner addresses or special musical programs. We also have a line to the Hotel Sherman.

Station WDAP is a member of the National Ass'n of Broadcasters, and one of your com'ite is a director of the ass'n. Thru this connection we receive music which may be broadcast without infringing upon copyrighted material.

No performers are paid for their services—the orchestras from both hotels cost nothing, and the Drake furnishes the roof for antennae, four large rooms, heat, light and power for the generators, an usher in uniform, one stenographer, and much of the postage and part, if not all, of the printed matter sent out by the station in response to thousands of requests for pictures and literature regarding the station; a new pamphlet is now on the press. Thus, it will be seen that our contract with the Drake, with three years to run, is a great asset.

This report cannot be complete without a word regarding "WDAP Sun Dodgers Club," the first and most successful attempt made by any station to turn itself to welfare work.

A membership in the club costs \$5.00. With this we buy an efficient crystal set for \$4.75, and the balance goes to pay the Boy Scout who installs the set complete in the home or room of some cripple or shut-in of any age. Almost three hundred sets have been given out and, as the superintendent of the Visiting Nurse Association wrote "it is the best investment the Board of Trade ever made." Each set bears the inscription "WDAP Sun Dodgers Club." These sets may be purchased now by any member or friend at a small increase in price, which profit is to be used to cover care of Boy Scouts who go about checking up the three hundred sets so placed.

In conclusion let us say there are many points not getting our markets, due largely to local interference from other stations, less sensitive receiving sets, or inability to operate sets efficiently, but these difficulties will gradually decrease.—Allan M. Clement, Chairman, Radio Com'ite of Chicago Board of Trade.

CHINA'S increased imports of flour from the United States are significant of what may become a large trade. In pre-war years the United States was shipping around 1,250,000 barrels of flour to China yearly, but this rose to 2,750,000 for the year ended June 30, 1923, and for the past six months the shipments have been at the rate of 4,500,000 barrels a year. Most of this flour is shipped from Pacific coast mills. Another outstanding feature of our Far East flour trade is the fact that since the pre-war period our exports have increased by fully 100 per cent, though in some quarters, particularly in Japan, Canada has proven a strong competitor.

Minnesota Farmers Grain Dealers Ass'n Meets in Minneapolis.

The opening session of the Minnesota Farmers Grain Dealers Ass'n 17th annual convention was called to order at 10:30 on the morning of Feb. 19, in the Assembly room of the West hotel in Minneapolis. Music opened the program, then came the call to order and the Invocation. Mr. Owen made the address of welcome and was answered by Pres. Gustafson of the Ass'n. Several com'ites were appointed before the morning session closed.

In the afternoon the Sec'y's report, by A. F. Nelson, Benson, Minn., and the Pres'ts. message took up the time until 3:00 o'clock. Then J. W. Shorthill, sec'y Farmers Nat'l Grain Dealers, Omaha, spoke on "Is There a Substitute for the Farmers Elevator?" He was in favor of a continuance of the present system of handling grain in this country and against pools.

Mr. Shorthill said that in spite of the setbacks due to the present economical depression among farmers, the farmers' elevator was a far superior system than the Sapiro plan of wholesale marketing, and he stood stringently opposed to the McNary-Haugan bill which is now before congress.

The delegates held their regular "get-together" banquet at the West hotel in the evening as guests of the Minneapolis Commission men.

Wednesday's meeting was given over to talks by numerous speakers and various discussions. In the afternoon Frederick B. Wells, Minneapolis, spoke on "Co-operative Marketing as Applied to Grain," saying in part on the Norbeck-Burness bill.

The present financial situation of Northwest farmers and of many country banks, while not so bad as is painted by pessimists, is something that cannot be remedied over night. Business men should remember this. More important still, we must bear in mind that there is no panacea for industrial depression or any disturbed business conditions, such as exist today. Careful, constructive planning and plenty of work are the things needed to solve the Northwest's problems.

Parental legislation and price fixing laws of the sort which have flooded Congress during this winter's session, are nothing but seductive. Some of them bring some temporary relief but no bill which seeks to create artificial markets to subsidize agriculture or to fix prices, either directly or indirectly, can be expected to effect a cure. Such a measure is a seductive, certain to leave farming and the industries whose prosperity depends on agriculture either in the same condition as before the dose was administered or in a worse plight.

Both the \$10,000,000 corporation and the Norbeck-Burness bill are business propositions, planned by business men to deal in a business-like way, with a situation which can be cured only by a sound application of business principles. They are fundamentally sound. They are simple and workable, in contrast with some of the legislative panaceas, which are so involved and complex that a huge force of experts would be needed to work them out, if they could be worked out at all, which, in some cases, is doubtful.

The two measures are bound to work together beautifully and the relief they are calculated to bring will be not only definite and practical, but in my judgment, permanent. Proof of the sound, business-like foundation on which the two plans are built can be found in the fact that their financial aid will be extended only to country banks and farmers who deserve relief in the form of fresh credit; banks, for example, which have been well managed and are sound fundamentally but are temporarily short of reserve cash and farmers who are good workers and careful managers but are in financial straits as a result of poor crops and low prices.

These practical plans combine to form a striking contrast to some of the price-fixing schemes, which, if made operative, would only set in motion another vicious circle of higher living costs and higher wages. Artificially maintained prices for farm products would force up living costs in cities, as in war times. City wage and salary earners, organized and unorganized would demand and receive higher wages. Their employers would have to raise the prices of what their industries produce or distribute. Farmers would have to pay more for what they buy and the circle of mounting prices would be complete again. The new corporation and the farm loan bill, with their sound foundations of common sense and their practical scheme of operation, make a refreshing contrast and add the certainty of real-definite benefit.

Left-over topics were disposed of in the morning meeting on Thursday, Feb. 21, and several more discussions took place. The afternoon was filled with the usual routine of conventions, reports of com'ites, reports of officers, general business, election of officers, etc. J. F. Gustafson of Windom, was re-elected pres., this making his third term. A. F. Nelson, of Benson, was re-elected Sec'y. H. F. Farmer, of Airlie, was named as Vice-Pres.

The resolutions that were adopted took a decidedly unfavorable stand toward the pooling operations. Regarding such operations they read as follows:

"Our investigations have proved conclusively that pooling and other methods of marketing grain have resulted in increased handling expense, and have not maintained the high standard of efficiency that has already been established by the Farmers Co-operative Elevators, and therefore have secured for the producer a lower price than he could have received by marketing through the established co-operative elevators who sell their grain on a competitive market. It has been the policy of the Association to give all co-operative marketing plans a fair consideration and we are making the foregoing statement only after the most careful investigation of the results obtained."

In the evening the delegates were the guests of the Minneapolis Grain Commission Merchants Ass'n at their annual banquet held at Donaldson's Tea Rooms.

J. C. Wyman, pres. of the Commission Merchants body, acted as toastmaster. Among those whom Mr. Wyman called upon were J. F. Gustafson of the Farmers Grain Dealers Ass'n; Nels Tacklind, of the Tri-State Shippers Ass'n; E. W. Decker, president of the Northwestern National Bank and T. W. Hall, president of the Minneapolis Chamber of Commerce.

Mr. Gustafson's remark on the farmer's ability to take care of himself and resenting this eternal cry of "Help the Farmer" were quite well taken by the assembled delegates.

E. W. Decker gave his views on the present agricultural situation, as seen from the banker's point of view. He went on to say that the sooner the farmer ignores the present day efforts of the politician to correct conditions by legislation which is economically unsound, the quicker will the farmer be out of trouble and the longer will he stay out of it.

T. W. Hall, in a few words, asked for a continuance of the present relations between the farmers elevator organizations and the Chamber of Commerce as a body.

During the entire convention the lobby of the West hotel was filled with exhibitions of elevator machinery, dumps, scales, and the many sidelines which the wise elevator man has found it profitable to carry. Following are some of the exhibitors.

Drake-Williams-Mount Co., Strong Scott Mfg. Co. exhibited dumps. Richardson Grain Separator Co. exhibited cleaners. T. E. Ibberson Co. and Hickok Constr. Co. exhibited pictures of many elevators built. Howe Scale Co. and Richardson Scale Co. showed scales.

A New Convenient Grain Door.

D. D. Campbell has recently obtained letters patent on a new grain door which has attracted considerable attention in railroad and shipping circles.

This door is built in sections and each section is dropped into place and held there by an iron plate. The iron plate is affixed to a 2x4 scantling securely nailed to the post. The scantling is set back 1½ inches from the edge of the door post and the plate extends 1½ inches past the edge of the scantling, thus forming a groove in which the sections of the door are dropped. No nailing of sections is necessary as these are held in place by the plate and can only be removed by sliding upwards.

The two lower sections of the door are each 28 inches in height and will take care of 1,100 to 1,200 bushels of wheat. The upper sections are 14 inches in height and 1, 2 or 3 sections can be used according to the height of the grain in the car.

The 28-inch sections are 3 inches shorter than the 14-inch sections and the iron plates and the 2x4 are cut so as to permit the 28-inch sections being removed by lifting to a height of 56 inches. The narrower sections are removed by sliding to the top of the plates and can be taken out without coming into contact with the roof of the car.

The sections are constructed of two thicknesses of lumber and as both boards and sections overlap, leaking is impossible.

A set of these doors was tried out on a grain car for 8 trips without any sign of leakage or damage to the sections. The doors can be removed in less than 2 minutes by using a bar to force the sections upwards, and with reasonable care a set of these should last 15 to 20 trips without repairs.

DOUGLAS, OKLA.—We have installed a radio receiving set which has been very satisfactory and has cut our market expense more than half. —Farmers Co-Operative Elevator Co.

Buyer Bound by Release of Seller.

Claude Gage of Ratcliffe, Ark., bot of the Ft. Smith Grain Co. a car of corn loaded in Nebraska and shipped by the Parker Corn Co., and paid draft; but on arrival of car found much of the corn was wet, sour and unfit for use.

Gage 'phoned the Ft. Smith Grain Co. and was urged to take the corn, as seller would make it right. It was supposed at the time that the damage was due to a leak in the car, in which the corn had remained 23 days, making the carrier liable, so that on the theory the damage could be collected from the railroad company Gage in writing released the sellers from all liability, they releasing to him all their claims against the railroad company and authorizing him to bring suit.

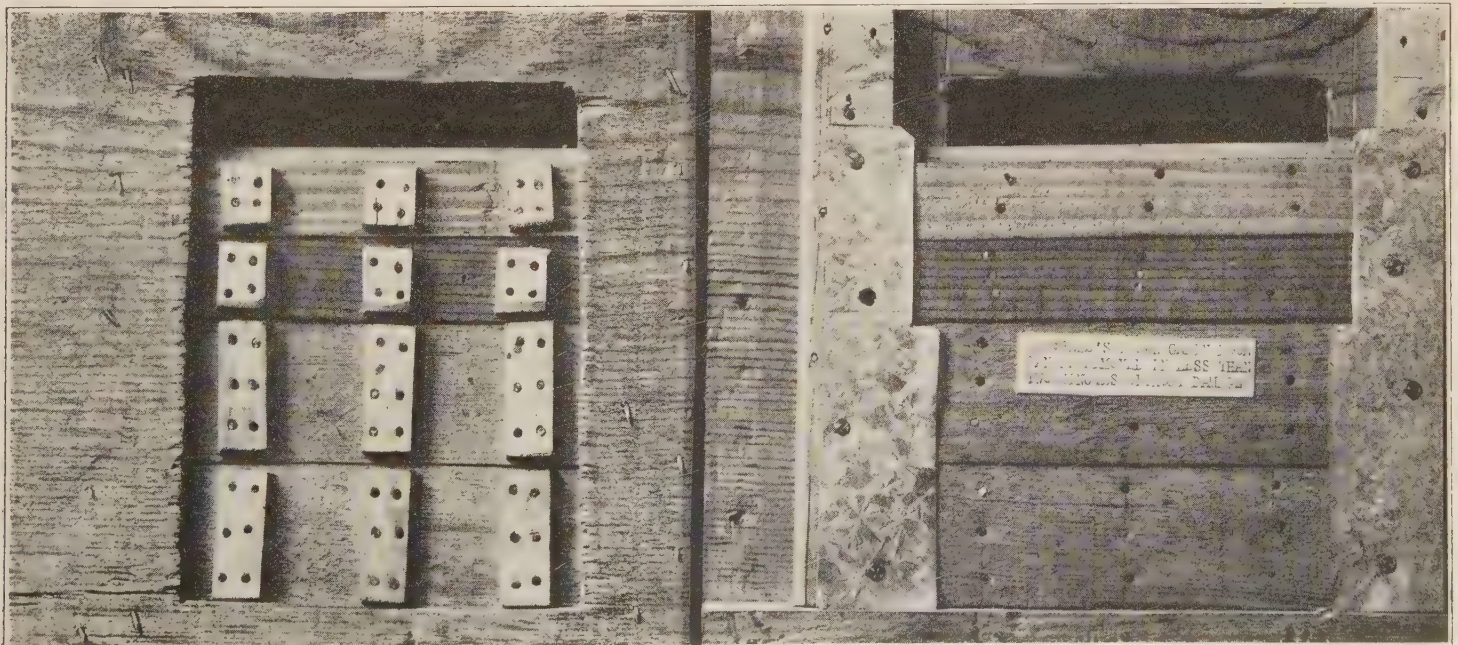
In the suit against the Missouri Pacific Railroad Company it was brot out that the car was not leaky or defective and that the corn had been stored in open pens before shipment and exposed to the weather.

Having failed to recover from the railroad company Gage brot suit against sellers, but the Supreme Court of Arkansas on Nov. 26, 1923, held that their assignment of all claims against the carrier was a sufficient consideration for his release of claims against sellers. The agreement read:

"Whereas, the undersigned, Claude Gage, of Ratcliff, Arkansas, has sustained great loss from the shipment of carload of corn in February, 1920, in a car branded and numbered as follows: G. N. No. 212040; and whereas, the railroad company over which the said car of corn was shipped refused to pay said loss; and whereas, said car of corn was shipped to shippers order the draft attached to bill of lading and whereas, the said Gage has paid said draft:

"Now, therefore, we, the undersigned, do hereby authorize the said Gage to employ counsel and bring suit to recover said damage in our respective names jointly with his, the said Gage. It is agreed and understood that whatever attorney's fees and court costs may be incurred in said suit is to be paid and borne by the said Gage and the said Gage hereby agrees and obligates himself, his heirs and executors, administrators and assigns, to hold the said parties wholly harmless from any costs or attorney fees in the prosecution of said suit. Claude Gage. Ft. Smith Grain Company, by R. L. Yandell. Parker Corn Company, by C. H. Manning, Secretary." 255 S. W. Rep. 879.

THE URUGUAY Government is authorized to purchase surplus wheat for export at a rate equal to 96 cents per bushel in a bill recently introduced in the Uruguay congress. The present exportable surplus is estimated at 3,500,000 bus. Next!



Inside View of Campbell's Improved Grain Door—Outside View.

Grain Carriers

PROSPECTIVE sale of the C. P. & St. L. Ry. has been blocked by order of the Supreme Court.

REPARATION was awarded T. B. Hord Grain Co. for unreasonable rates on corn and oats in 1918 and 1919 from Nebraska to Wyoming and Utah.

RATE on dried beans from Wendell, Idaho, to Fort Worth, Tex., was found unreasonable in the case of J. C. Sewell & Co. v. Director General, as agent, in I. C. C. No. 13554.

REPARATION was allowed the Bruning Mill & Elevator Co. from the C. B. & Q. R. R. by the I. C. C. for unreasonable rates on wheat, corn and oats from Bruning, Neb., to Kansas City.

LOWER rates must be established not later than May 3 on mixed feeds from Beaumont and Orange, Tex., to Louisiana under the order of the I. C. C. in Josey-Miller Co. v. B. R. & C. Co., No. 13616.

LIMITATION of rates to New Orleans "proper" did not prevent application of the lower rate of 15 cents on grain for export, in the decision by the I. C. C. on complaint of Callahan & Sons v. Director-General.

THE MINIMUM weight on wild mustard seed is increased from 30,000 lbs. to 36,000 lbs. by the C. R. I. & P. Ry.'s Supplement No. 8 to Freight Tariff No. 22000-H, Ill. C. C. No. 399, effective March 22, 1924.

GRAIN and grain products territorial description from which rates on them apply is changed by C. B. & Q. R. R.'s Supplement No. 5 to Tariff G. F. O. No. 13722-F, Ill. C. C. No. 1100, effective March 10, 1924.

THE RATE on carloads of beans moving from Pacific coast points to Jacksonville, Fla., was not found to have been unreasonable or otherwise unlawful in the case of Rosser & Fitch v. S. A. L. Ry., I. C. C. No. 13640.

THE RATE charged on two carloads of cotton seed from Vernon, Tex., at Chickasha, Okla., was found to be unreasonable in the Prairie Cotton Oil Co. v. C. R. I. & G. Ry. Co., I. C. C. No. 14365, and reparation was awarded.

UNDUE prejudice was found by the I. C. C. in the complaint by A. H. Buehrle & Co. v. B. & O. R. R. against rate schedules that failed to allow transit on grain at Youngstown, O., but no reparation was allowed as no damage was shown.

THE RATE on tank-car loads of imported blackstrap molasses from Key West, Fla., to Memphis, Tenn., was found to be unreasonable in Arcady Farms Milling Co. v. N. C. & St. L. Ry., it is stated in I. C. C. No. 13870. Reparation was awarded.

IMPORTED blackstrap molasses moving in tank cars from Mobile, Ala., to Cairo, Ill., during Federal control, was not unreasonably rated, according to H. L. Halliday Milling Co. v. Director General, as agent, and Mobile & Ohio R. R. Co., in I. C. C. No. 13732.

RATES were not found unreasonable in the case of A. B. Haslacher and F. G. E. Lange, doing business as California Grain Co., v. Sacramento Northern R. R., on barley from Gridley, Marysville, Brawley, and Greenwood, Cal., to Manitowoc, Wis., in I. C. C. No. 12800.

THE RATE charged on baled hay, in carloads, from Omaha, Neb., to Bozeman, Cardwell, Wilsall, and Benchland, Mont., in the case of Omaha Hay & Feed Co. v. C. B. & Q. R. R., I. C. C. No. 14308, was found applicable. Rate charged on like traffic from O'Neill and Schuyler, Neb., to Red Lodge, Mont., was found not to have been applicable, in the same case, and reparation was awarded.

THE UNION PACIFIC R. R. has made its application for permission to build a Fort Collins branch in Colorado from Fort Collins thru Larimer county, a distance of 18 miles. The new branch will serve agricultural territory as well as an oil field now being developed.

INCREASED RATES proposed on carloads of grain and grain products from Oklahoma points to Memphis, Tenn., and to Texas and Louisiana ports for export, were not justified, according to I. C. C. Investigation and Suspension Docket No. 1931. Suspended schedules were ordered canceled.

THE CANADIAN Board of Railway Commissioners has ordered the carriers to file briefs showing why the charge of 2 cents for stop off on milled ex-lake wheat should not be reduced to 1 cent as demanded by the Dominion Millers Ass'n, when the product is exported by way of United States ports.

ROUGH RICE rates in carload lots moving from points in Louisiana to Eagle Lake and Houston, Tex., were found unreasonable, according to the Interstate Commerce Commission in Docket No. 14354, Interstate Rice Milling Co. v. L. W. R. R. Co. Reasonable rates were prescribed for the future and reparation awarded.

THE PASSAGE of the Newton Waterway Bill will not interfere with the country-wide demand for reduced taxes, according to Congressman Newton, who points out the advantages to result if the bill is passed and sufficient funds are appropriated to finish the half-completed waterways of the Mississippi Valley.

THE RATES on oats, in carloads, from South Dakota and Minnesota points via Minneapolis, Minn., under transit rules, to Tompkins and Washtucna, Wash., and Oregon City, Ore., were found unreasonable and reparation was awarded Pacific Grain Co. in its complaint against N. P. Ry. Co. as stated in I. C. C. No. 13597.

A BILL for the development of the Illinois River for navigation purposes, with only the expenses of digging the channel to devolve upon the United States Government, the rest to be carried by Chicago's Sanitary District concerned with sewage disposal and flood protection, is conceived and promoted by Congressman Wm. E. Hull.

THE NEW freight rate order of Michigan, by which rates in that state were cut about \$1,500,000 a year on the basis of shipping figures, and which originally would have gone into effect on Mar. 1, has been suspended pending the order of the Interstate Commerce Commission granting the railroads a rehearing on the case. The railroads filed a petition for re-argument some time ago.

THE ILLINOIS CENTRAL R. R. has been granted permission by the Interstate Commerce Commission to build a new branch from Englewood, Ill., to Fulton, Ky., a distance of 169 miles. Preliminary surveys for this new branch have already been completed and construction will commence immediately on several segments. This addition will create a triple track between Englewood, Ill., and Paducah, Ky., opening new coal fields and providing greater transportation facilities for northern Kentucky.

In its Docket Bulletin 228, under Docket No. 146, Southwestern Freight Bureau gave notice of hearing at St. Louis, Feb. 22, for consideration of the following: 146 (1) Grain and grain products: To amend Item 385, Santa Fe System 5588-M, applying on grain and grain products, etc., from points in Kansas on the A. T. & S. F. Ry., also Superior, Neb., and Joplin, Mo., to Overbrook, Marietta, Bomar and Thackerville, Okla., by reducing the differential of 6½¢ per 100 pounds on wheat, wheat flour and articles taking same basis, and 6¢ per 100 pounds on corn; linseed meal and articles taking same basis, to 4¢ per 100 pounds, and 3½¢ per 100 pounds respectively, such change being claimed necessary to place rates from and to points in question on a parity with rates from and to other points.

RAILROADS cannot be compelled to continue operation at a loss, nor can a state prohibit a railroad from abandoning its line. Texas authorities contended that the charter under which the Eastern Texas Ry. was constructed was a binding contract and compelled operation of trains. But when this case came before the Supreme court of the United States they found the decision went against them.

THE 60,000,000-bushel elevator capacity in Fort William, Ont., is filled and 4,000,000 bu. are afloat. The overflow is being taken care of by thousands of railway cars. The moving of 25,000,000 bu. east by rail, before lake navigation begins, is expected to relieve the congestion to some degree. Operators say that over 100,000,000 bu. will go down the lakes in the spring, mostly for export via Buffalo.

PORTLAND, ORE.—An order restricting temporarily the public service commission from enforcing its three recent orders reducing maximum freight rates on hay, grain, grain products, potatoes and onions in this state and suspending that part of the hay tariff under which the railroads were said to have levied a diversion charge in Portland was recently granted in the Marion County Circuit Court. The O. W. R. & N. and nine other railroads operating in this state started the suit.

EXPORT grain destined for England ports is being refused by the steamship companies pending the end of the British dock workers' strike. British grain importers notified steamship companies here to send no more grain until the strike is settled unless they were willing to eliminate the "strike clause," which exempts the steamship companies from damage liability caused by strikes, from the contracts. Rather than risk damage suits the steamship companies decided to withdraw their ships, refuse consignments of grain and await the end of the strike.

Cars loaded with revenue freight during the week ending Feb. 2 totaled 929,936, according to the car service division of the American Railway Ass'n. An increase of 38,610 cars is shown over the previous week and an increase of 64,522 cars over the corresponding week of last year. Grain and grain products were carried by 53,645 cars, an increase of 4,897 cars over the previous week and 11,950 over the same week in 1923. The volume of grain being carried by railroads seems to fluctuate to some extent, tho mostly for the better, when compared with the corresponding period of time last year. Volume of grain carried by the C. & N. W. during a recent week decreased 8 per cent; I. C. increased 21 per cent; C. R. I. & P. increased 20 per cent; C. M. & St. P. increased 1 per cent; C. B. & Q. increased 36 per cent, compared with the volume carried during the corresponding week last year.

COMPLAINT that the rate charged on two carloads of corn from Pike, Ill., to Louisiana, Mo., presented to the Interstate Commerce Commission, was unreasonable was found barred by statute. The complainant failed to file claim within the period allowed by the statute of limitations the claim was informally presented to I. C. C. well within the statute by a stranger to the case. Regarding this the I. C. C. quoted from International Agricultural Corp. v. L. & N. R. R. Co., 29 I. C. C., 391, in which they said: "No recovery can be had unless claim be filed with the Commission within (the statutory period). This must import a filing of the claim by some person entitled either in law or in equity to prosecute and recover on account of that claim. It is possible that if the title were equitable it might afterwards be perfected, but clearly the filing of the claim by an entire stranger can not operate to defeat the running of the statute. In this case the complainant had no legal or equitable interest in the prosecution of this claim, and its action could in no way inure to the benefit of the real party in interest. We hold, therefore, that . . . no recovery of reparation can be had . . ."

Grain Trade News

Reports of new firms, changes, deaths, casualties and failures; new elevators, new flour mills, improvements, fires and accidents are welcome. Let us hear from you.

ARKANSAS

Texarkana, Ark.—Addison Hall, formerly connected with the Marshall Hall Grain Co. of Des Moines, Ia., died Feb. 13.

Little Rock, Ark.—The name of the Cunningham-Thibault Mlg. Co. has been changed to the Thibault Mlg. Co. Carroll Thibault is pres.

CALIFORNIA

San Francisco, Cal.—The Lange Grain Co. is out of the grain business.

Los Angeles, Cal.—The new 500-bbl. plant of the California Mlg. Co. will be in operation in early spring.

Los Angeles, Cal.—The Sperry Flour Co. will erect a grain elvtr. and flour mill here at a cost of \$1,000,000. Frank S. Coates is mgr. here.

San Francisco, Cal.—The following com'tee on grain of the Grain Trade Ass'n of the Chamber of Commerce has been elected: W. L. Beedy, chairman; F. Albers, E. L. Dial, E. Clemens Horst and E. L. Smith.

Los Angeles, Cal.—J. H. Klosterman of the J. H. Klosterman Grain Co. of Portland, Ore., expects to establish a branch here. The firm deals extensively in grain, feed and screenings and has customers along the entire west coast.

Madera, Cal.—Conrad Shebelut and Grover D. Mitchell, two of Madera's young business men, have taken over the business of Saunders Bros. Warehouse. Formerly this building was used as a grain storage warehouse but these men will add a feed dept. besides caring for the storage of grain and crushing.

CANADA

Calgary, Alta.—Wm. Carson, a pioneer grain man, died on Feb. 11.

Port Arthur, Ont.—The addition which the United Grain Growers, Ltd., are planning to build to their elvtr. will cost \$1,200,000.

Winnipeg, Man.—LeRoy D. Godfrey will represent the Parker & Graff Co., of New York City, exporters of grain, here.

Montreal, Que.—Harrold W. Corrigan, formerly with Thompson & Earle, Ltd., is mgr. of the Canadian Grain Exchange, Ltd., grain and freight brokers.

Calgary, Alta.—It is generally understood here that the half completed plant of the Alberta Flour Mill in Calgary will be finished by Spillers, Ltd., of London.

Vancouver, B. C.—Among the recently incorporated grain companies in British Columbia are: Regal Exporters, Ltd., capital \$400,000; Vancouver Terminals, Ltd., capital \$250,000; Continental Grain Co., capital \$300,000. All have headquarters in Vancouver.

Vancouver, B. C.—The harbor board has finally taken over the uncompleted Woodward elev. and will lease the property to the British Oriental Grain Elvtr. Co., of Edmonton, Alberta. The latter mentioned company has just been incorporated by a number of the leading grain dealers in Alberta. It will complete the Woodward elvtr.

Fort William, Ont.—The Mutual Elvtr. has let the contract for its new terminal elvtr. of 1,500,000 bus. capacity, to the Barnett-McQueen Co.

Prince Rupert, B. C.—Charles P. Coles, of Vancouver, representing a large grain shipping firm, has been here looking over the water-front property for an elvtr. site.

Vancouver, B. C.—The new elvtr. that the Northern Construction Co. of Winnipeg is building here, on the order of the Vancouver Harbor Board, will be completed in June.

Lethbridge, Alta.—The Ellison Milling & Elvtr. Co. announces that unless the Canadian government acts at once to establish an interior storage elvtr. it will provide the facilities.

Port Arthur, Ont.—The foundation of the 1,500,000-bu. concrete elvtr. of the Reliance Terminal Elvtr. Co. has been laid. The contract was awarded by the Smith-Murphy grain interests to the Barnett-McQueen Co.

Edmonton, Alta.—The firm of Spillers, Ltd., London, Eng., have set aside several million dollars for a chain of elvtrs. in this province. It is said that they will send 30,000,000 bus. of wheat annually to the United Kingdom.

Vancouver, B. C.—The harbor commission has sent its chairman to Ottawa to confer with the Canadian government in reference to securing \$4,000,000 to complete the Ballantyne pier and No. 2 storage elvtr. in time for the coming crop.

Vancouver, B. C.—The council of Grain Exchange Division have issued the following ruling: "On all future sales of grain made 'F. O. B. steamer Vancouver,' the cargo rate shall be for account of seller, unless otherwise agreed at the time of sale."

Edmonton, Alta.—Progress is being made on the new government elvtr. here. Several sub-contracts have been awarded recently, one for piling, which will cost \$50,000. Heavy timbers will cost \$250,000. The entire cost will be approximately \$3,000,000, and it will be used to store grain from northern Alberta going out via the Vancouver route.

Galt, Ont.—R. P. Slater of Niagara Falls, Ont., who was for many years engaged in the grain and malt business along the Canadian-Niagara frontier with plants in this city, died at the age of 77 years. Mr. Slater was in the grain and malt business here from 1870 to 1878. He is survived by one daughter, Mrs. M. M. Mervynne of Pasadena, Cal.

Vancouver, B. C.—The Vancouver Grain Clearance Board has been completed and has the support of the Canadian National Railway, the Canadian Pacific Railway, and the grain, shipping and harbor authorities. C. F. Martin, superintendent of transportation for the Canadian Pacific Railway, will represent that company; F. W. Peters, general superintendent for the Canadian Pacific Railway, acts for that company; Ray E. Lee of the Alberta Pacific Grain Co., for the grain men, and Commander B. L. Johnson, pres. of the B. L. Johnson-Walton Co., for the shipping men. Ottawa has been petitioned to grant powers to the board sufficient to adequately control the handling of grain thru Vancouver. The board will function within a short time, and will control the issuance of permits, the unloading of grain cars at the elvtr., the berthing of vessels, and all other matters affecting the grain movement.

COLORADO

Denver, Colo.—We think the remodeling of our ruined elvtr. will be completed Mar. 1.—Summit Grain Co.

Platner, Colo.—The Miller elvtr. has been purchased by the Conley-Ross Grain Co. Repairs will be made.

Fowler, Colo.—C. J. Stauder of Edina, Mo., will be mgr. of the Stauder-Sargent Co., which operates the large elvtr. built here recently.

Longmont, Colo.—Thieves broke into the Longmont Farmers Milling Co., the Farmers Union Co-op. Co., and the Sunset Mill at Sterling, recently and escaped with \$76 in cash, checks amounting to \$70, and a small amount of clothing and some Christmas gifts belonging to the mgr. of the mill.

IDAHO

Caldesac, Ida.—Fire broke out in the warehouse of the Prairie Flour Mills Co., located here, at 1:45 on the morning of Feb. 6. Considerable grain, hay and corn had been stored in it and a half hour after the first flames all was a loss.

ILLINOIS

Springfield, Ill.—The Peerless Mill & Elvtr. Co. succeeds Liedel & Co.

Elmwood, Ill.—I. Barrett was appointed mgr. again for the Elmwood Elvtr. Co.

El Paso, Ill.—The White Elvtr. Co. is installing coal conveying machinery.

Mahomet, Ill.—The Inland Grain Co. has succeeded Harley Worsley Co. here.

Peoria, Ill.—The Harrison Ward Grain Co. discontinued its private wire service Feb. 16.

Bulpitt, Ill.—The Farmers Grain Co. will increase its capital stock from \$10,000 to \$36,000.

Clayton, Ill.—Gross & Stevens have dissolved partnership. Mr. Gross will continue the business.

Manlius, Ill.—The stock of the Manlius Grain & Coal Co. has been increased from \$5,000 to \$25,000.

Pesotum, Ill.—I am leaving the grain business for a while.—H. E. Kemper, formerly with J. T. Reimke elvtr.

Clarion, Ill.—John Schneider has resigned as mgr. of the C. E. Gallagher Elvtr. to work his father's farm in Troy Grove.

Dudley, Ill.—This station is shipping no corn, but little oats and some wheat. I have taken up other lines.—Dexter Baber.

Stronghurst, Ill.—Glenn Marshall was elected mgr. of the Stronghurst Grain & Merchandise Co., succeeding Walter Howell.

Pierson, Ill.—The Pierson Grain & Supply Co. has re-painted and generally improved its property. It is managed by S. H. Baker.

Ormonde, Ill.—I have recently purchased the elvtr. here and at Cameron, formerly belonging to J. C. South.—Ralph Wells, Monmouth, Ill.

Worden, Ill.—The Farmers Co-Operative Elev. Co. here has completed the installation of a new 10-ton Fairbanks-Morse Wagon Scale.

Herscher, Ill.—The firm name of John Karcher & Son has been changed to John S. Karcher. The change was made Jan. 1, 1924.—John S. Karcher.

Jerseyville, Ill.—Recent additions to the Standard-Tilton Mlg. Co. are an up-to-date office and a 12-ton Howe scale. Mr. Brown is the local elvtr. mgr.

St. Charles, Ill.—Wm. Homuth and Herbert Borman, both formerly associated with the C. G. Marshall Feed & Coal Co., have established a business of their own.

Pekin, Ill.—The Corn Products Refining Co. have started rebuilding, following the dust explosion in one of its plants here. Business continues as before in the other plants.

Catlin, Ill.—We are successors to the Catlin Farmers Elvtr. Co. and have taken over all property located here on the Wabash R. R. Capitalized at \$20,500.—Catlin Grain Co.

Williamsburg (Lovington p. o.), Ill.—The firm of Bowers & Atherton has been dissolved. Elvin Atherton is the name of the new firm. Mr. Bowers is in no way connected with the firm.—Elvin Atherton.

Auburn, Ill.—The steam boiler, which exploded in the elvtr. here on Feb. 9, killed A. Harris, the engineer, injured S. S. Christopher and wrecked the building, throwing the large boiler-head 200 feet thru one wall.

La Prairie, Ill.—D. A. Alexander, who has been mgr. of the La Prairie Co-op. Elvtr. Co. for the past three years, has accepted a position as mgr. of the Farmers Elvtr. at Colmar. Mr. Alexander's resignation takes effect April 1.

Carlinville, Ill.—C. Fieker, owner of the C. Fieker & Co., millers, has filed a petition in bankruptcy, listing his liabilities at \$52,925 and his assets at \$36,725. Mr. Fieker attributes his failure to the lack of sufficient local wheat acreage.

Washburn, Ill.—G. Moschel and Brintnel Robbins after a partnership of twenty years have dissolved by mutual consent. Mr. Robbins will leave for California with his wife. The firm will continue under the old name, Moschel & Robbins.

Carlock, Ill.—The Carlock Farmers Elvtr. will build a 35,000-bu. ironclad cribbed elvtr. The equipment will include two legs with Constant V-buckets, motor drives and automatic scales. The Bloomington Construction Co. has the contract.

McLean, Ill.—Earl E. Van Ness, who disappeared after a \$65,000 shortage was found in the accounts of the Farmers Co-op. Grain & Supply Co. of which he was mgr., has voluntarily surrendered himself to State's Attorney Lester H. Martin. Van Ness expressed regret that he had left.

Peoria, Ill.—The creditors of the late E. B. Conover, former grain dealer, will be paid seventeen cents on the dollar. Conover was said to have committed suicide in Springfield. He was forced into bankruptcy two years ago. At that time his total indebtedness amounted to \$325,000. The assets realized about \$174,000. After the mortgages had been paid off \$61,000 remained to pay the creditors. Referee in Bankruptcy E. A. Perry states that checks will be mailed within a few days.

CHICAGO NOTES.

The Export Elvtr. Co. has discontinued the operation of the Union Elvtr. because of a lack of business.

Henry S. Frazer of Nashville, Tenn., has been suspended from membership in the Board of Trade for failure to meet his obligations.

H. W. Bernhardt, formerly manager of the grain department of the Purity Oats Co., now is with the Nye & Jenks Grain Co., as manager of the new mill feed and screenings department.

New members recently elected by the Board of Trade directors were M. Stern, Liverpool, England; H. E. Hill, Little Rock; N. Wildman, Stuart, Ia.; W. B. King and T. A. Lister, Chicago.

Cotton futures may be added to the commodities dealt in on the Board of Trade, the directors Feb. 19 having authorized Jos. Simons to appoint a com'te of five members to formulate rules and regulations, which he did by naming Parker Paine, Arthur Lindley, Montefiore Stein, James E. Bennett and James E. Cairns.

Samuel P. Arnot has been elected executive vice-pres. of the Board of Trade. He is familiar with grain exchange problems in a broad way and was active in promoting the Council of Grain Exchanges which, if it had functioned as planned, might have been strong enough to have prevented the enactment of the legislation from which the exchanges now are suffering.

To assist bankers in providing the fund of \$10,000,000 to be loaned to needy farmers the directors of the Board of Trade have authorized the appointment of a com'te of seven members.

INDIANA

Windfall, Ind.—We have moved our office here from Elwood.—Winfall Grain Co.

Larwill, Ind.—We have not been associated with the Larwill Elvtr. since June.—E. E. Hull, Hull Bros.

Tefft, Ind.—I now own the grain elvtr. here formerly owned by Alfred Fairchild.—James R. Guild, Medaryville, Ind.

Laketon, Ind.—Arthur Delauter has been elected mgr. of the Farmers Elvtr. Co. here to take the place of O. W. Williams, who resigned some time ago.

Evansville, Ind.—H. F. Wright, former mgr. of the American Hominy Co. at Decatur, has been appointed general mgr. of the Kelsay-Burns Milling Co.'s flour mill here.

Seymour, Ind.—The elvtrs. of the Blish Mfg. Co., it is reported, may be leased or purchased by the Indiana Farm Bureau Federation in the operation of the wheat pool movement of the federation.

Nappanee, Ind.—The Farmers Grain & Mercantile Co. made an assignment for the benefit of their creditors, and the elvtr. will be sold. All of our creditors will be paid.—Harvey Stahly, trustee.

Ambia, Ind.—Clarence J. Hile, manager of a grain elvtr. at Ambia, has filed a petition in voluntary bankruptcy in federal court in Indianapolis. He lists his debts at \$12,110.48 and his assets at \$1,563.60.—*Williamsport Republican*.

Arcadia, Ind.—Clark Burton, who is employed at the Farmer Co-op. elvtr. here, had two fingers on his right hand badly smashed when he attempted to put a block under a wheel in the machinery while engaged in unloading a load of wheat.

Evansville, Ind.—The plant of the Kelsay-Burns Milling Co., formerly the Akin-Erskine Milling Co., was totally destroyed by fire on the night of Feb. 23. Damages are estimated at \$500,000. Property within three-block radius of the mill sustained a loss of \$25,000.

North Manchester, Ind.—A suit for \$1,700 damages has been filed by the Wolverine Grain Co. of Michigan against Kinsey Bros. The company asserts that it contracted to buy grain of Kinsey Bros. but the grain was not shipped when promised and grain had to be bot on the open market at a loss. The company asks judgment for \$1,700, claiming that \$1,519.92 is due.

IOWA

Adair, Ia.—J. E. Olson is mgr. of the grain business of the Davenport Elvtr. Co. here.

Le Mars, Ia.—Theo. Langel is mgr. of the Farmers Elvtr. Co., succeeding Joe Kobberman.

Cedar Rapids, Ia.—The annual convention of the Western Grain Dealers Ass'n will be held here Apr. 17 and 18.

Prairie City, Ia.—John Vander Leest is our new elvtr. man. I am still the mgr.—F. G. Booher, Farmers Co-op. Exchange.

Portland, Ia.—The residents of this community are considering the rebuilding of the elvtr. in this city which burned Jan. 31.

Stuart, Ia.—We have bot the Thos. Woolf grain and coal business and will take immediate possession.—Walsworth & Johnston, of Greenfield.

Des Moines, Ia.—F. H. Hall & Co. are successors to McArty & Hall.

Kamrar, Ia.—J. Hass has succeeded M. B. McVeigh as mgr. of the Farmers Elvtr.

Wheatland, Ia.—Somebody invaded the office of the King-Wilder Grain Co., Feb. 21, and stole 65 new grain sacks from the storeroom.

Rock Valley, Ia.—Harvey Ryan has purchased the elvtr. here. Mr. Ryan operated the Hoese Grain Co. elvtr. at Brunsville for two years.

Garwin, Ia.—The board of directors of the Farmers Elvtr. Co. have asked that a receiver be appointed. The company has been in business for 15 years.

Des Moines, Ia.—Mr. McCarty has sold his membership on the Board of Trade to the Exchange. He left for California to make new business connections.

Davenport, Ia.—H. F. McCarthy of the International Grain Co., of Minneapolis, has bought a business here and will manage same from his office in Minneapolis.

Leon, Ia.—Noll & Lingle have sold their interests in the business of the Biddison Coal & Grain Co., operating an elvtr. here, to C. O. Graham of Bethany, Mo. The firm will be known as the Biddison-Graham Grain Co.

Ferguson, Ia.—The elvtr. of the Ferguson Grain Co. was threatened with fire Feb. 2 when a bucket of tar on the stove caught fire. The fire had done some damage when discovered by D. A. Miller but it was extinguished by a bucket brigade.

DAVENPORT, IA.—It is reported that the Washburn Crosby Co. is interested in the purchase of the Purity Oats Co. plant. The Purity Oats plant supplied a large amount of oats to the Washburn Crosby Co. interests until their plant closed down.

Percival, Ia.—A new 20,000-bu. capacity ironclad elvtr. with an asbestos roof and a concrete foundation has been completed here. This elvtr. replaces the one which burned Oct. 1 and is owned by the Kellogg & Wilson Grain Co. The R. M. Van Ness Const. Co. did the work.

Garrison, Ia.—The Garrison Grain & Lbr. Co. and the Farmers Lbr. & Grain Co. sold their lumber business to the Midwest Lbr. Co. of Dubuque, which will take possession Mar. 1. The new company does not take over either elvtr. but will take charge of the coal business of the Farmers Lbr. & Grain Co.

Smithland, Ia.—The Trans-Mississippi Grain Co.'s new 25,000-bu. cribbed elvtr. has recently been completed by R. M. Van Ness Construction Co. It is equipped with an 8-h.p. Fairbanks Engine, one stand of elvtrs., one 300-bu. Fairbanks Hopper Scale and other up-to-date equipment. The elvtr. is covered with 1½-inch corrugated galvanized iron, and roofed with 4 ply asbestos roofing. The foundation and the floors are concrete.

Clearfield, Ia.—G. G. Garver's stud constructed elvtr. with an asbestos roof and a concrete foundation has just been completed by the R. M. Van Ness Construction Co. It is equipped with a Western Sheller and Drag, a Western Gyration Cleaner, an electric truck dump, one stand of elvtrs., a 500-bu. Fairbanks Hopper Scale, three roller and other up-to-date machinery. The power is supplied by three electric motors. This elvtr. replaces one which burned early in 1923.

KANSAS

Sublette, Kan.—Sublette Grain Co. has a new fire-proof warehouse 40 by 100 feet.

Clafin, Kan.—W. S. Bunt has been appointed mgr. of the Clafin Flour Mills.

Simpson, Kan.—R. M. Sawhill has been appointed receiver for the Simpson Mill.

Scott City, Kan.—I have recently gone into the grain business here.—J. C. Mitchell.

Rexford, Kan.—The storm of Feb. 2 slightly damaged the Jennings & Roller Elvtr.

Rolla, Kan.—The Rolla Equity Exchange tile tank roof was blown off in the recent storm.

Hartner, Kan.—The Southwesetrn Elvtr. & Mercantile Co. elvtr. was damaged by the storm on Feb. 2.

Fellsburg, Kan.—The Equity Exchange elvtr. was slightly damaged by the severe storm on Feb. 2.

Hutchinson, Kan.—Mail addressed to the Smith-Flood Grain Co. has been returned marked "unclaimed."

Salina, Kan.—Mail addressed to the J. F. Weber Grain Co. has been returned marked "Company removed."

Shaffer, Kan.—The elvtr. formerly owned by the Oswald Grain Co. is closed and will be sold in the near future.

Cheney, Kan.—The Vanita Co-op. Grain Exchange Co. went into the hands of a receiver on Feb. 15. P. G. Knoeker was mgr.

Augusta, Kan.—The small fire at the Bosse Marshall elvtr. at 10:45 on Feb. 2, was caused by friction which started a belt to burn.

North Topeka, Kan.—The machinery of the Shawnee Mill will be transferred to the Forbes Mill. One company owns both.

Kingman, Kan.—E. F. Erbacher has been appointed mgr. of the Kansas Flour Mills Co. here and takes his new position Mar. 1.

Chase, Kan.—A. H. Riederer, of Green, has succeeded G. W. Smith as mgr. for the Chase Co-op. Union. Mr. Smith will engage in some other line of business.—Cal.

Topeka, Kan.—The Derby Grain Co. recently traded the Central Mills, which have operated here for 25 years, to J. W. Wear of Wichita for western Kansas land.

Sterling, Kan.—W. J. Sanderson has succeeded G. G. Mowrey as mgr. of the Farmers Co-op. Union Elvtr. Mr. Sanderson formerly was associated with the Arnold-Madaus mill here.

Coldwater, Kan.—D. J. Murphy and Chas. Thom of Wichita have purchased the Diamond Star Mill and will reopen it in the near future. New machinery will be added and the mill will be renovated.

Baxter Springs, Kan.—Work will start soon on the 40x80 ft. building of a wholesale feed, grain and flour business, which will be conducted by B. H. Shields and associates. An elvtr. will be built later.

Aurora, Kan.—At the annual meeting of the stockholders of the Aurora Grain & Coal Co. on Feb. 11, A. L. Key, the present mgr., was retained for another year. Very good business for the past year was reported.

Smolan, Kan.—Oscar Anderson was bruised and scratched about the head recently when he took the manlift from the upper part of the elvtr. and coming down stepped off before the lift had stopped, causing him to stumble and fall head first into the grain pit.

Larned, Kan.—Eb. Row has succeeded Roy Cunningham as mgr. for the Pawnee County Co-op. Ass'n, which operates several elvtrs. in this section. Mr. Row was the first mgr. for the company, nearly 20 years ago, but for a number of years he has been farming.—Cal.

Arlington, Kan.—Ed Linscheid, a young farmer living near here, has succeeded W. S. Yundt as mgr. for the Arlington Elvtr. Co. Mr. Yundt has been mgr. of the business for 21 years, but is now retiring, and at present he and Mrs. Yundt are spending some time in Hutchinson.—Cal.

KENTUCKY

Henderson, Ky.—Our mill and one of our warehouses were destroyed by fire recently. We have not decided to rebuild.—Baskett Grain Co.

Crider, Ky.—A boiler explosion killed five persons and wrecked the plant of the Crider Rolling Mill. The dead are: J. W. Gorman, owner of the mill; Herman Gorman, the owner's son; Edward Ramage, miller; Hugh Ramage, his son, and J. R. Van Manann, boiler-maker.

MARYLAND

Baltimore, Md.—John M. Littig died recently.

Baltimore, Md.—Thomas H. Seal, supr. of the B. & O. R. R. grain elevs. here, is back on 'Change again. Recently he injured his ankle in a fall but is now completely recovered.

Baltimore, Md.—Franz A. Stude, of Otto Stude & Co., grain merchants, has been elected a member of the Chicago Board of Trade. Mr. Stude will go into the grain brokerage business here.

MICHIGAN

St. Johns, Mich.—I am out of the elvtr. business.—F. E. Bloomer.

Stanton, Mich.—The Stanton Elvtr. Co. has completely repaired the damage done by fire. The machinery will now be run by electric power.

Attica, Mich.—The grain elvtr. of Albert Miller & Co., Chicago, and Guy Ridley, and the town hall were in total ruins after a fire which started at noon Feb. 7. The elvtr. loss was \$12,000, insurance, \$6,000.

Elmdale, Mich.—The Elmdale Elvtr. Co. is said to be insolvent and business poor. A petition has been filed asking for the dissolution of the company and the appointment of a receiver. Assets are listed at \$6,306.16, and liabilities at \$26,872.90.

Detroit, Mich.—The office equipment seized in the Detroit Milling Co. was sold at public auction to the secretary of the company, F. B. Weyher, who represented David E. Stott. Arthur F. Stott, the former pres., has disappeared. The Detroit Milling Co. were owners and operators of the Stott elvtr., formerly known as the David Stott elvtr. Stott is said to have issued worthless checks for \$5,000 in Lenawee county. The Cadillac Printing Co. and the National Creamery Co. have brot suits against Stott and the Detroit Milling Co.

Grand Rapids, Mich.—The Lewellyn Bean Co. has been organized with a capitalization of \$600,000 preferred stock and 80,000 shares of common stock, by a consent degree of the courts. The company owns the largest bean elvtr. here, having an 85 car storage capacity. The officers of the company are: Fred E. Lewellyn, pres.; Judge John S. McDonald, vice-pres.; Alvin S. Bredshall, sec'y-treas. The directors include the officers and M. Thomas Ward, Edward Frensdorf of Hudson, and Chas. Churchill of Shelby. A company of the same name was liquidated by consent degree about five years ago, when the government divorced Armour & Co. from all food lines except meat packing. In the meantime the business has been conducted by Lewellyn & Co., which now becomes a subsidiary of the new corporation.

MINNESOTA

Bricelyn, Minn.—Mail addressed to the Speltz Grain & Coal Co. has been returned marked "Removed."

Appleton, Minn.—Stromewald & Stensrud are wrecking the elvtr. which they bot from the Monarch Elvtr. Co.

Duluth, Minn.—S. Y. Staples, superintendent of the Peavey Elvtr., is spending his vacation on the Pacific Coast.

Deer Creek, Minn.—The Otto F. Nelson grain elvtr. here was destroyed by fire. The loss was partially covered by insurance.

Stephen, Minn.—Fire broke out in the office of the Farmers Co-op. Elvtr. Co. at 6 p. m. on Jan. 24. It started between the walls, supposedly in one of the conduits leading from the hot air furnace in the basement. Loss, \$1,500.

Essig, Minn.—The elvtr. equipment, coal shed, two large corn cribs and the flour and feed house belonging to the Equity Co-op. Co. of St. Paul were destroyed by fire caused by sparks from a chimney, before 6 a. m., Feb. 4. Corn, rye, flax and three carloads of wheat stored in the elvtr. were also consumed by the flames.

MINNEAPOLIS LETTER.

Victor Von Ende of the Columbus Elvtr. Co. died Feb. 12.

The Pioneer Grain Corporation has been taken over by the St. Paul Milling Co.

Frank A. Thoms, at one time active in the grain and milling business, died recently at Astoria, Ore., aged 67 years.

James C. Andrews, well known among millers and grain dealers, died on Feb. 8. Mr. Andrews was traffic mgr. of the Pillsbury Flour Mills Co. and later organized the firm of Yerxa, Andrews & Thurston, durum millers, which was sold to the Minneapolis Mlg. Co.

The Fraser-Smith Co., whose incorporation was reported in this column Feb. 10 does not own or operate any country or terminal elvtrs. The company will continue to conduct its grain commission business along the same lines as for the past 15 years. The capital stock of the Fraser-Smith Co. is \$140,000, all subscribed and paid up.

MISSOURI

Mokane, Mo.—A mill and elvtr. will be erected here by the St. Charles Mlg. Co.

Mexico, Mo.—H. H. Watson is the successor to C. M. Fox, who resigned as mgr. of the Farmers Grain & Elvtr. Co.

St. Louis, Mo.—The Great Eastern Elvtr. Corporation has been incorporated. Capital stock, \$10,000. R. H. Adams is pres.

St. Louis, Mo.—The superintendent in charge of our Missouri Pacific Elvtr. is A. H. Norris.—J. H. Teasdale Commission Co.

St. Louis, Mo.—Harry Halliday, Mgr. of the St. Louis office of the Halliday Elvtr. Co., of Cairo, Ill., died last week following a period of pneumonia.

Shelbina, Mo.—The grain, feed and coal business of A. Howell has been sold to E. J. Finney, former mgr. of the Farmers Grain & Elvtr. Co. here.

Wheaton, Mo.—The Wheaton Mlg. & Power Co. sustained a \$50,000 loss when its plant burned recently. Little insurance. The loss included 10,000 bus. of wheat.

Webb City, Mo.—W. S. Gunning of the Ball & Gunning Milling Co. has been ill for several weeks but is now so far improved as to be able to get out of doors for short periods.

Leeton, Mo.—I know of no elvtrs. to be built. We are uptown doing business still.—The Farmers Co-op. Co., G. F. Callison, Mgr. (This company's plant burned Sept. 2.)

Joplin, Mo.—W. C. Brand, one of the Brand-Dunwoody Milling Co. stockholders, dropped dead on the street Feb. 15. The body was taken from this city to Howard, Kan., for burial.

Oak Grove, Mo.—The Farmers Elvtr. & Mercantile Co., which recently sold its elvtr. and equipment to the Oak Grove Grain Co., has filed a petition for a voluntary dissolution of the corporation.

Springfield, Mo.—The Lipscomb Grain & Seed Co. of this city has completed plans to erect a large terminal elvtr. to adjoin its present warehouse property. It will be equipped with up-to-date machinery thruout.

The headquarters of the Missouri Ass'n will be moved to St. Louis March 1st, where Sec'y Boyer will be found in Room 204, Merchant's Exchange. He hopes by this change to make the organization of greater value to all members.

KANSAS CITY LETTER.

The Washburn-Crosby has started to erect an elvtr. of 750,000 bus. capacity.

George K. Walton, of the Nelson Grain & Milling Co., is suffering from a stroke of paralysis.

G. A. Johnson has applied for membership in the Board of Trade on transfer from David Heenan. No consideration was involved.

The Board of Trade membership of C. M. Woodward of the defunct Western Grain Co. has been sold to G. P. Payne for \$5,500 including the transfer.

The Board of Trade membership of Arthur Freeman, deceased, will be transferred to Fred C. Davis, his successor as vice-pres. of the Ernst-Davis Commission Co.

C. L. Fontaine, Jr., mgr. of the General Commission Co., has applied for membership in the Board of Trade on Transfer from Frank C. Everts. Mr. Everts recently left the grain business and has gone to California.

O. T. Cooke, Jr., has succeeded W. C. Bagley as mgr. of the Wyandotte Elvtr. Co. Mr. Bagley resigned his position and will devote his entire time to the management of the grain department of the Southwestern Milling Co.

The Central State Bank failed on account of the collapse of the C. D. Williams Grain Co. which owed the bank between \$50,000 and \$60,000. C. D. Williams stated that the assets of the company had been assigned to the bank.

W. M. Giles, local mgr. for Thomson & McKinnon of Chicago and a member of the Board of Trade, received a fractured skull when he fell down the stairs at his home on Feb. 19. Mr. Giles is at the Research hospital where his condition is said to be critical.

MONTANA

Lewistown, Mont.—The Montana Elvtr. Co. has increased its capital stock from \$200,000 to \$500,000.

Terry, Mont.—A loss of about 14,000 bu. of grain and the Columbia elvtr., estimated at \$25,000, caused by fire, has been sustained by the Columbia Elvtr. Co.

NEBRASKA

Randolph, Neb.—The Jack Frost Elvtr. burned recently.

Maywood, Neb.—G. E. Russell recently bot the elvtr. of the Chamberlain Elvtr. Co.

Sholes, Neb.—Ed. W. Mosher of Dixon has taken the management of the Jas. Frost elctr.

Tekamah, Neb.—The Herms grain and produce business has been sold to Bert Webster.

Belvidere, Neb.—Tom Phelps has succeeded Henry Caspers as mgr. of the Farmers Elvtr. here.

Cullom (Plattsmouth p. o.), Neb.—D. H. Sievers has been appointed mgr. of the Farmers Elvtr.

Juniata, Neb.—The Juniata Grain & Lbr. Ass'n elvtr. was destroyed by fire on Feb. 15. Loss, \$6,000.

Potter, Neb.—The Farmers Union Trading Co. has sold its mill, elvtr. and light plant to a local company for \$25,000.

Carleton, Neb.—Seymour Dix has leased the property of the Farmers Elvtr. Co. and will operate the plant independently.

Crowell, Neb.—Frank Malzahn has leased the elvtr. of the Nye-Schneider-Jenks Co. and will operate it only part of the time.

Alvo, Neb.—Simon Rehmeier, who recently purchased the elvtr. here, will operate it under the firm name of Rehmeier & Co.

Union, Neb.—A new dump will be installed at the Farmers Elvtr. It will accommodate wagon, sled and truck for unloading.

Culbertson, Neb.—A fire caused by a back-firing engine started in the Ferguson Elvtr. recently. No serious damage was done.

Wahoo, Neb.—The safe of the Farmers Co-op. Co. grain elvtr. here was wrecked and \$15 stolen when thieves broke in recently.

Barneston, Neb.—On Mar. 1, F. J. Bahr of Broken Bow will take charge of the elvtr. formerly owned by Wm. Townsend, deceased.

Omaha, Neb.—The Merriam & Millard Grain Co., which was adjudged bankrupt, has filed schedule showing assets of \$314,166, and liabilities of \$472,491.

Waverly, Neb.—John G. Aden of the Aden Grain Feed & Coal Co. at Havelock has purchased the Reitz Grain Co.'s elvtr. and it will soon be open for business.

Beatrice, Neb.—J. A. Dobbs, widely known in the grain trade, who went to a sanitarium in Beatrice, Jan. 25, is now recovering from an operation for gall stones.

Malmo, Neb.—The Malmo Grain Co. bot the interest of the Union Co-op. Co. on Jan. 23 and is incorporated. We handle grain, livestock, implements, coal and feed.—C. R. Reimers, mgr.

Culbertson, Neb.—The Farmers Elvtr. Co. has recently installed a new 20-h.p. Fairbanks-Morse Motor, one 10-inch feed grinder, and one short elvtr. leg. Eck Olsen installed the machinery.

Milligan, Neb.—The court at Geneva has spent several days hearing 16 suits by farmers to recover the value of grain stored with the Milligan Grain Co. from the grain receiving firms handling the shipments.

Holbrook, Neb.—The Farmers Elvtr. Co. is improving its plant by adding a new leg and a Richardson Automatic Scale which will be equipped with two Fairbanks Morse Motors. The work is being done by Eck Olsen.

Omaha, Neb.—The Farmers Union Jobbing Ass'n has been admitted to membership in the Grain Exchange. C. E. Fisher is mgr. of the Omaha branch of this ass'n which buys and sells grains. The ass'n is member of the Kansas City Board of Trade.

Kinney, Neb.—The Farmers Elvtr. has been purchased by Channing Lewis, a farmer living near Kinney, who will take possession Mar. 1. No suitable mgr. could be found by the ass'n, and as Mr. Lewis was a stockholder, he decided to buy the elvtr. and operate it.

North Platte, Neb.—Carl Wickstrom of Hershey has leased the East elvtr. from the Nebraska Mill & Elvtr. Co. Mr. Wickstrom will spend part of his time at Hershey where he retains his interests. Mr. Long will be in charge when Mr. Wickstrom is away.

Lincoln, Neb.—The following com'ites have been appointed by Pres. Hammond of the Grain Exchange and will act for the coming year: Arbitration: B. M. Ford, chairman; C. O. Morgan, H. H. Kramer. Transportation: W. S. Whitten, chairman; H. H. Wintersteen, R. Buehler. Appeals—J. P. Taylor, chairman; Rena Iveson, T. M. Waxman. Discount—C. S. Venner, chairman; J. M. Paul, T. R. Samuelson.

NEW ENGLAND

Plymouth, N. H.—The Chase Grain Co. will rebuild its plant which burned recently.

Boston, Mass.—The storehouse of the Brooks Barley Co. was recently damaged by fire. Loss, \$3,000.

New Haven, Conn.—R. C. Davis & Sons suffered a small loss by fire confined to the second floor.

Bridgeport, Conn.—The liabilities of the National Grain Corporation are listed at \$1,300,000 and assets at \$600,000.

Windsor, Vt.—Chas. Barber plans to rebuild at once his grain and lumber plant which was destroyed by fire on Jan. 27.

Bangor, Me.—The Eastern Grain Co. has just completed a new 75x35 foot two-story addition to the Oldtown plant.

Boston, Mass.—The Grain Board of the Chamber of Commerce recently gave an entertainment to the entire Chamber.

Plainfield, Vt.—A. Batchelder, prominent grain dealer and mill owner of Vermont, died recently. He is survived by a widow.

Cranston, R. I.—The warehouse office of the Knightsville Hay & Grain Co. was damaged by fire recently. The company is owned by C. Sentier.

Westbrook, Me.—The Westbrook Grain Co. has been incorporated for \$10,000. Chas. M. Drummond is pres., C. M. Hornex, treas., and W. B. Drummond, clerk.

Eastwood, Me.—The grain warehouse and contents owned by Ernest Chamberlain were destroyed by fire caused by a defective chimney on the night of Feb. 6. Partly insured; loss, \$5,000.

Portland, Me.—The New England Grain Co. of this city has purchased the Portland plant of the S. W. Thaxter Co. The two plants will be combined. Leion Herman is pres. and Alfred Herman, treas.

Montpelier, Vt.—The four-story brick building, occupied on the ground floor by E. W. Bailey & Co., was entirely destroyed by fire early on the morning of Feb. 15. The fire caused the death of eleven persons and injured eight. The total damage is estimated at \$300,000.

Westfield, Mass.—The Little River Grist Mill burned on the afternoon of Feb. 20. Loss, \$15,000. A cereal manufacturing business has been conducted at the mill by the Saloomy Bros. It is said that a heating system was responsible for the fire. Breakfast food, amounting to \$2,000 and ray material amounting to \$6,000 was lost.

Lynn, Mass.—Torrence, Vary & Co., dealers in flour, grain and feed for over half a century, have recently built a new 60x90 foot warehouse with a storage capacity up to 25 cars of grain, produce or flour. It is of unique construction with a dead air-space between a cement under and a wooden over floor. The sides and roof are of sheet steel and are fire-proof.

Concord, N. H.—The grain elvtr. and warehouse of the Geo. Bartemus Co. was totally destroyed by fire Jan. 22. Loss, \$100,000. Geo. N. Bartemus, owner, said that plans for rebuilding had been made but nothing could be done until the insurance inspectors had appraised the loss. The new elvtr. will be fire-proof. The fire started in the morning and after being extinguished at night broke out again the next morning due to a strong wind.

NEW JERSEY

New Market, N. J.—C. E. Fox of the Chicago Grain & Salvage Co. has come to salvage the 40,000 bus. of grain from the burned elvtr. of the Middlesex Milling Co. The fire occurred Feb. 14.

NEW YORK

Rochester, N. Y.—Dailey Bros. have removed to new offices.

Buffalo, N. Y.—Wm. D. Olmsted, pres. and treas. of the Niagara Falls Milling Co., died at St. Augustine, Fla., Feb. 17.

Warwick, N. Y.—The feed and commission store of Roe & Anderson was completely destroyed by fire recently. Insurance, \$20,000.

Buffalo, N. Y.—Cecil B. Seay of the Consolidated Feed & Grain Co. was married to Evelyn Van Auden of Miami, Fla., on Jan. 23. They will cruise the Mediterranean and spend some time in Spain on their honeymoon.

Hornell, N. Y.—Stephen Hollands has dissolved his feed and grain business and is devoting his entire time to his position as mayor, as he promised to do if he were elected. The company had been in business for 50 years.

Watertown, N. Y.—I have no knowledge of our people either acquiring or negotiating for the purchase of land at Sackets Harbor for the purpose of constructing a huge grain elevator.—R. D. Van Duzer, general land and tax agent, Lehigh Valley Railroad Co.

New York, N. Y.—Earle & Stoodart have formed a corporation for the purchase and export of grain. G. F. Earle is pres.; C. F. Watt, vice-pres.; H. B. Earle, director, and L. M. Pulz is assistant sec'y-treas., all of whom have been connected with the firm of Sanday & Co. of New York.

NORTH DAKOTA

Walum, N. D.—The Farmers Elevator & Mercantile Co. is out of business.—Eric O. Wallin, Sec'y.

Stanley, N. D.—New air dumps have been installed at Arnold Bros. and at Nelson Grain Co.—Nelson Grain Co.

Regent, N. D.—The property of the Regent Grain Co. has been taken over by J. P. Jungers who will operate the plant under the name of John P. Jungers & Sons.

Drake, N. D.—The managers of the state mill and elevator ass'n decided Feb. 22 to close the state-owned flour mill until market conditions warrant its reopening.

Bismarck, N. D.—The mills of the Russell-Miller Mfg. Co. at Bismarck, Jamestown and Valley City will be officially closed. The total capacity of the mills is 1,800 bbls. of flour.

New England, N. D.—The Regent Grain Co. of this city has been newly incorporated and is now known as the Pechtl-Bowers-Gardner Co. Joseph Pechtl, Sr., is the head of the new firm.

OHIO

Washington, O.—John McDonald was elected mgr. of the Fayette Grain Co.

Muntanna, (Cloverdale p. o.), O.—Members of the Muntanna Equity Exchange held a meeting on Jan. 29 to consider the rebuilding of the grain elevator which burned.

Mechanicsburg, O.—W. A. Burpee & Co. of Philadelphia have purchased the property of the Wing Seed Co. and the 4,500-acre tract of the former Houston Farms Co. from the receivers.

West Baltimore, O.—The West Baltimore mill was bid in for \$6,300 by C. O. Etzler and Roy Floyd, both of Verona. They took possession on Jan. 28 and will conduct the business under their names.

Circleville, O.—We are planning to build a cement or tile silo type of elevator of four or six bins with a capacity of 10,000 to 15,000 bush.—Robert Wylie, county agricultural agent, Pickaway County Farm Bureau.

Toledo, O.—The Imperial Grain & Mfg. Co. has erected additional warehouse space and installed a cooler for the cooked feeds. The capacity of the plant has been doubled by the improvements which amounted to \$5,000.

New Reigel, O.—Thieves stole six bushels of clover seed and one bushel of alsike seed from the Sneath-Cunningham elevator on Jan. 31. On Feb. 1, eight bushels of seed were taken from the elevator at McCutchenville. The elevator at New Reigel was broken into but nothing was taken.

Middle Point, O.—The burglars who broke into the office of the Pollock Grain Co. carelessly overlooked \$50 in cash.

Williamsport, O.—The elevators of C. W. Hunsicker and Clark K. Hunsicker were totally destroyed by fire on Feb. 16 in the morning. The fire originated in the C. W. Hunsicker elevator and spread across the track to the Clark K. Hunsicker elevator, which was considered one of the best in central Ohio. This elevator was of cribbed construction throughout and was covered with metal. Loss complete.—Clark K. Hunsicker.

Columbus, O.—County auditors are annoying corporation officials by demanding their balance sheets, although there is no provision in the law requiring corporations to furnish their records to the tax inquisitors. Book values, stock carried, insurance carried have nothing to do with the tax value. The legislature in 1923 refused to enact a law legalizing the demand for a balance sheet as a part of the tax return. The auditor has the power to summon a taxpayer to appear before him, and answer under oath, questions pertinent to the sufficiency of his return and the methods used in arriving at the valuations given. The auditor may require the production of books and records bearing on these matters. He has no right to ask any questions not pertinent to that inquiry, or to examine any records which do not relate to the true value in money, of taxable property. Upon refusal to answer pertinent or relevant questions or to produce the records relating thereto, the only power the auditor has is to cite the recalcitrant witness to the Probate Court for a proceeding in contempt. The auditor has no authority to fix an arbitrary value upon the property of a corporation, unless the corporation refuses or fails to make a return. The balance sheet is not a legitimate part of the return and no return can be legitimately refused because of failure to submit a balance sheet.

OKLAHOMA

Alva, Okla.—W. B. Johnston expects to remodel his elevator here.

Alva, Okla.—Crowell Bros. Elevator was destroyed by fire Jan. 14.

Altus, Okla.—A small warehouse of the Leger Mill was destroyed by fire. Loss, \$2,500.

Chickasha, Okla.—The Expansion Grain Co. has reduced its capital stock from \$30,000 to \$25,000.

Ada, Okla.—J. F. Ford and P. H. Cramer, owners of the Ada Mfg. Co., have electrified their mill.

Hooker, Okla.—The Hooker Equity Exchange elevator was slightly damaged by the severe storm on Feb. 2.

Cashion, Okla.—The Farmers Exchange elevator will build a new warehouse this season and put in a new truck dump.

Hooker, Okla.—Thieves broke into the office of the Liberal Elevator recently and got away with a number of items precious to the owner.

Oklahoma City, Okla.—An electric feed mill has been installed by the Eddie Mill & Elevator Co. Finer products of corn and flour will be manufactured.

Oklahoma City, Okla.—The Jackson Grain Co. incorporated; \$5,000 capital stock; incorporators, R. C. Newman and J. Lee. Paul T. Jackson, who retired from the grain business several months ago, is general mgr.

Oklahoma City, Okla.—Senate Bill No. 95 by J. J. Johnson of Walters, Okla., provides for annual license fees from corporations and places on corporations the burden of furnishing annual reports. The bill ought to be defeated, in the absence of any showing of public benefit for the labor and expense to corporations having to prepare the reports.

Oklahoma City, Okla.—The greater the number of liens that may be created against a farmer's crop the less the value of his security for a loan; and farmers, grain dealers and bankers should join in urging members of the legislature to kill House Bill No. 17 which provides for the recording with county clerks of marketing agreements the same as chattel mortgages.

Oklahoma City, Okla.—The State Supreme Court on Feb. 12 declared the Cordell warehouse bill, appropriating \$1,250,000, to be an unlawful appropriation of public funds and invasion of the legal rights of taxpayers. The court held to the opinion that it would be extremely dangerous to permit an appropriation of public funds for the assistance of a group of individuals, who are under neither oaths nor bond to the state, to carry on a private business enterprise, even though that enterprise might be of a quasi-public character, and one which would remotely promote the public welfare, for our Constitution neither authorizes nor contemplates the exercise of governmental functions by any person, association or corporation, except the duly constituted officers of the state.

OREGON

Wallowa, Ore.—The Wallowa Grain & Milling Co. is dividing its building into two parts, one of which will be remodeled into an up-to-date feed store. F. S. Hanna will have desk room to handle his grain business.

Portland, Ore.—The reorganized Merchants Exchange will construct a building on the property in the rear of the Lewis building. The main assembly of the exchange will be 80x40 ft. Space will be left for telegraph offices.

Portland, Ore.—The dock commission here was quite agitated recently when the state grain inspection department served notice that unless a bill of \$930 for overtime work was paid the department would withdraw its services.

Madras, Ore.—The Madras flour mill was destroyed by fire on Feb. 7. The mill was valued at \$40,000 and carried no insurance, policies having lapsed only a short time before. The mill had been idle for the past eighteen months.

Pilot Rock, Ore.—The Pacific Coast Elevator Co. has brought suit against the Pilot Rock Elevator Co. to recover a quantity of wheat now claimed held by the defendant to which the plaintiff corporation states it is entitled. If the wheat cannot be delivered, the plaintiff asks judgment for \$5,108.11.

PENNSYLVANIA

Erie, Pa.—A small fire loss was sustained by Crouch Bros. Co. on Feb. 9.

Montoursville, Pa.—The mill of Willis E. Corson & Sons was totally destroyed by fire Feb. 1.

Hazleton, Pa.—John Kirschner, who owns a flour and feed mill here, will build a 20x30 ft. warehouse for his mill business.

Philadelphia, Pa.—J. Walter Passmore, grain and feed merchant, is back in the harness again after being confined to his home for four weeks because of an operation.

Philadelphia, Pa.—The Commercial Exchange named the following to serve on the grain committee: R. Morris, L. G. West, M. F. Miller, P. R. Markley, G. G. Omerly, F. Graff and W. M. Richardson.

SOUTH DAKOTA

Herrick, S. D.—A. Zorba has succeeded the Farmers Co-op. Grain & Live Stock Ass'n.

Wentworth, S. D.—An automatic scale has been installed in the elevator of Schulz Bros.

Corsica, S. D.—J. D. Hofer has been compelled to close his elevator account of lack of business.

Blaha, S. D.—The F. L. Wheeler elvtr., containing \$1,500 worth of grain, burned on the night of Feb. 11.

Kampeska, S. D.—J. R. Fleming has taken the place of L. P. Bremer as mgr. of the Farmers Elvtr. Co.

Rutland, S. D.—I have bot my father's interest in the elvtr. here and am now operating it in my own name.—G. J. Graff.

Bard (Mitchell p. o.), S. D.—The elvtr. here was destroyed by fire recently. S. A. Smith is mgr. Bard is the same as Burton.

Wagner, S. D.—The elvtr. owned by J. T. Scroggs was destroyed by fire Feb. 11 at noon. The elvtr. contained a \$5,000 stock.

Scenic, S. D.—Fire, believed to have started by a lighted cigar butt, destroyed the elvtr. and warehouse of Thos. Arnold on Feb. 15. Loss, \$4,000.

Redfield, S. D.—I have installed a complete new steel elvtr. leg with Hall distribution and an enclosed motor at the head. I am making several improvements on my cleaning system.—H. W. Speight.

Presho, S. D.—During the past year I have installed a Fairbanks Automatic Scale, an air blast car loader, a Trapp all steel wagon and truck dump, making my house in fine working shape.—C. H. Townsend.

SOUTHEAST

Atlanta, Ga.—I have removed my office to the Glenn Bldg.—E. E. Smith.

Statesville, N. C.—We have had two hollow tile elvtrs. break down. No fire.—Sterling Mills, Inc.

Wadesboro, N. C.—An elvtr. of steel and concrete construction and 50,000 bus. capacity has been built here by H. B. Allen.

Statesville, N. C.—The Statesville Flour Mills Co. has let the contract for building a reinforced concrete elvtr. and receiving house of 130,000 bus. capacity to the Spencer Construction Co. The plant will be thoroly up-to-date.

TENNESSEE

Knoxville, Tenn.—Do not intend to increase our elvtr. storage.—J. Allen Smith & Co.

Memphis, Tenn.—Mail addressed to L. P. Anderson has been returned marked "unclaimed."

Bridgeport, Tenn.—Mail addressed to the Bridgeport Mill & Elvtr. Co. has been returned marked "unclaimed."

Nashville, Tenn.—Henry S. Frazer has failed with liabilities of \$316,000 and \$135,000 assets. His debts to grain and milling firms are comparatively small.

Sharon, Tenn.—Dr. O. R. Beard, retired physician and mill owner, was seriously injured on Feb. 5 while starting a gasoline engine at his mill. His skull was slightly fractured and his right arm badly mangled when his clothing caught in the machinery.

Memphis, Tenn.—The large grain storage elvtr. of the Sessum Grain Co. with 45,000 bus. of grain was burned to the ground early in the morning of Feb. 23. The loss is estimated at \$75,000 to \$100,000. When the crash came, grain was hurled in every direction, smothering the flames in that part of the building. Three freight cars on the siding near the plant were badly damaged. As the huge mass of feed-stuffs was in flames the walls of the building began falling. This elvtr. was threatened three weeks ago when the Crescent Cotton Oil Mill, adjoining the elvtr., burned.

TEXAS

Levelland, Tex.—B. F. Gunn has started a grain business.

Krum, Tex.—Fire completely destroyed the elvtr. of the Bewley Mills Feb. 6.

Woodward, Tex.—Fire caused a small loss to the Wheat Growers Elvtr. Co.'s elvtr. recently.

Pampa, Tex.—T. B. Solomon, who was mgr. of the W. S. Strader Grain Co., is changing his business.

Cisco, Tex.—H. J. Bradfish sold his Cisco Grain & Elvtr. Co. to E. H. Carpenter who continues to operate it.

Houston, Tex.—Saint & Co. have enlarged their mill and elvtr. The wholesale and retail stores have been combined.

Dallas, Tex.—The W. J. Lawther Mills have purchased the name of the Lawther Grain Co. which has discontinued business.

Orange, Tex.—The Orange Grain Co. leased the bldg. formerly occupied by Markwith & Halcomb and will use it for storeroom.

Gainesville, Tex.—We are still in business and hope to continue so. Our elvtr. burned but we still enjoy good trade.—Keel & Son.

Lindsay, Tex.—A new grain elvtr. will be built here by the Farmers Labor Union of America. It will probably be completed the latter part of May.

New members of the Texas Grain Dealers Ass'n are: West Texas Elvtr. & Grain Co., San Angelo; C. P. Harrison & Co., Cooper; and Jarvis Grain Co., Hubbard City.

Houston, Tex.—The amended charter of the American Maid Flour Mills here shows an increase of capital stock from \$600,000 to \$1,050,000. The company is going to enlarge its plant.

Fort Worth, Tex.—Kay Kimball of the Kimball Mfg. Co., Sherman, Tex., will build a 500,000-bu. elvtr. and will later erect a flour mill of 1,000 bus. daily capacity. Construction will begin in a very short time and will be completed about July 1.

Sherman, Tex.—The G. B. R. Smith Milling Co. has added a bonded warehouse and elvtrs. B. F. Smith will be in charge. He will, however, continue to hold his position as president of the First State Bank of Celina and of the Celina Mill & Elvtr. Co.

Houston, Tex.—The grain elvtr. to be erected at our port is being designed by the John S. Metcalf Co. It will be several months before we will be able to state definitely how soon construction will start.—B. C. Allin, Director of Port, Harris County Houston Ship Channel Navigation District.

Fort Worth, Tex.—Correcting statements in the Feb. 10 number of the Journal, I would say that in the first place "Jule Smith" is building no elevator in Fort Worth. In the second place no one is building a 1,000,000-bu. elvtr. in Fort Worth. Neither has Smith Bros. recently completed a 300,000-bu. addition to their elvtr. The Fort Worth Elvtr. Co. are rapidly completing their new 1,750,000-bu. elvtr. on the Katy tracks in Fort Worth.—Jule G. Smith, pres., The Fort Worth Elvtrs. Co.

Houston, Tex.—The re-organization of the Houston Merchants Exchange is announced by J. V. Neuhaus. Membership is limited to 200, valued at \$500 each, and in this membership are the leaders of the groups who helped to carry a bond issue of \$4,000,000, about \$1,000,000 of which is to be expended for a grain elvtr. here. The enlarged exchange has taken over the old cotton exchange bldg., which will be vacated about May 1st by the Houston Cotton Exchange who will move into their new building. The formation of this Exchange will be of considerable interest to the grain trade over the country. Through its grain department it is now prepared to give federal grades and official weights.

Fort Worth, Tex.—J. L. Walker's 30 days jail sentence has been reversed in the Circuit Court of Appeals tho Cooke's his attorney, sentence was affirmed. Both were sentences made against the men for contempt of court by Judge Wilson. Federal Judge Wilson in February of 1923 gave judgment against Walker for over \$60,000 in favor of W. W. Wilkinson, trustee in bankruptcy of the Walker Grain Co. Cooke appealed this judgment to the Circuit Court and assigned 45 errors alleged to have been committed in the trial. The New Orleans court passed on two of them relating to the submission of the case to the jury by Judge Wilson. Cooke wrote a letter to Judge Wilson shortly after the close of the case accusing him of personal bias and prejudice against Walker whereupon the Judge sentenced both Walker and his attorney, Cooke, to 30 days in jail for contempt of court. Cooke has appealed to the U. S. Supreme Court to keep out of jail.

UTAH

Ogden, Utah.—We are no longer handling seeds or grain.—Blackman & Griffin Co.

Ogden, Utah.—The Sperry Milling Co. expects to double the capacity of the mill here or erect another plant in California.

WASHINGTON

Palouse, Wash.—The Palouse Milling Co. suffered a total loss by fire Jan. 27.

Ellensburg, Wash.—Fire recently destroyed the large warehouse of Dan Kleinberg, local wholesale hay and grain merchant. Loss, \$14,000; insurance, \$10,000.

WISCONSIN

Milwaukee, Wis.—R. H. Winter died recently. He is survived by his widow and five children.

Rewey, Wis.—The warehouse and elvtr. here belong to my brother. They are starting to build on the ground where fire destroyed the old one in January.—D. H. Biddick, Rewey Warehouse Co.

Birnamwood, Wis.—I purchased the retail feed elvtr. and business of G. J. Arentsen and will continue to handle grain only locally for retail at present. We are installing a 3,000-pound feed grinder.—Builders Service Co.

CONSIDERABLE quantities of grain, mostly destined for the German market, have been shipped to Rotterdam in consignment from Soviet Russia during the past few weeks. Germany has been importing very little grain lately, doubtless because the recent reorganization of the grain trade has been proceeding so slowly. In Rotterdam harbor numerous Rhine ships, loaded with grain, are ready to start their voyages up the river.

THE WHEAT and flour trade of Turkey and the Near East is drawing Russia and Bulgaria into aggressive competition. Both countries are in advantageous positions for the Turkish market and at present it would seem that they may take turns in loading the Turkish imports at Constantinople. Bulgarian conditions have become more settled and she is now paying more attention to the development of export markets for grain and flour.

FOREIGN rice will have until the end of July to enter Japan duty free, states a cable to the Dept. of Commerce. This extension of time after the free period previously set at March 31 because of the earthquake will give further opportunity for Japan to import its present deficiency, which is estimated at between 640,000 and 800,000 tons. Korea and Formosa Japanese colonies, are largely depended upon to make up this deficiency and provide a reasonable carry-over next Nov. 1.

Demurrage on Refused Shipment.

A difference in the assessment of demurrage must be made by a carrier as to whether it accrues by reason of failure to claim the shipment or refusal, the I. C. C. having so decided Dec. 3, 1923, in the case of the Republic Coal Co. v. Omaha Ry. Co.

The undisputed facts are: Cars H. V. 3614 and C. B. & Q. 176869 were shipped by complainant from interstate points to the Hammond Produce Co. at Hammond, Wis., and reached destination Dec. 31, 1920, and Jan. 8, 1921, respectively. The consignee, which was notified of the arrivals on those respective dates, advised defendant that it could not take immediate delivery because of its inability to pay the charges, but expressed its intention of later accepting the cars. On Jan. 13 it refused the shipments, and on the same date defendant so advised complainant. Car C. B. & Q. 176869 was released on that date, and H. V. 3614 was released Jan. 17. Demurrage aggregating \$6, computed at the rate of \$2 per day for three days' detention after the expiration of 48 hours' free time, was claimed by defendant on car C. B. & Q. 176869. Demurrage aggregating \$48 was claimed on car H. V. 3614, computed at the rate of \$2 per day for each of the first four days after the expiration of 48 hours' free time, and \$5 per day thereafter until the car was released. This sum includes \$5, which is conceded to have been an overcharge, representing apparently one day's demurrage erroneously charged. Defendant has offered to reduce the charge on the latter car to \$23, on the theory that complainant should have been notified, after the expiration of five days, that the shipment was unclaimed, and that, defendant having failed in this respect, no demurrage accrued from Jan. 9 to 13, 1921, inclusive.

Cars C. & N. W. 114883, 115421, and 81749 were shipped for complainant's account by the Consolidated Coal Company to the St. Johns Main Co. at Worthington, Minn., and reached destination Dec. 4, 6, and 7, 1920, respectively. The consignee refused to accept the shipments and so notified defendant on the dates of arrival. Notice of the refusals was transmitted by defendant to the Consolidated Coal Co. on Dec. 9. Complainant also received notice of the refusal of cars 114883 and 115421 from the consignee on Dec. 7, 1920. The cars were released on Dec. 16, and demurrage was collected in the respective sums of \$43, \$33, and \$28, computed in each case at the rate of \$2 per day for each of the first four days after the expiration of 48 hours' free time and \$5 per day thereafter until released. These amounts include admitted overcharges, on the original basis of assessment, of \$10 on car 114883 and \$5 each on the remaining two cars. Defendant has offered to refund the charges collected in excess of \$18 on each car, representing the amount of demurrage that would have accrued under its tariff after Dec. 9, 1920. Complainant owned the shipments while in transit and paid the demurrage charges.

The tariff provides as follows:

Agent Fairbanks' I. C. C. No. 8:

rule 4, section E:

1. When carload freight is refused at destination, notice of such refusal shall, within 24 hours thereafter, be sent by wire to consignor, when known, at his expense, or when not known, to agent at point of shipment, who shall be required promptly to notify the shipper if known.

2. (b) When other (than perishable) carload freight is unclaimed within five days from the first 7 a. m. after the day on which notice of arrival has been sent or given to the consignee, notice to that effect shall be sent by wire as provided in paragraph 1 of this section.

rule 8, section D:

4. In case of failure by this railroad to send notice in accordance with the provisions of rule 4, Section E, the consignor shall not be held liable for demurrage charges between the date the notice should have been sent and the date it was actually sent.

The Interstate Commerce Commission said: There is no contention that demurrage did not lawfully accrue on all of the cars after notices of the refusals were given by defendant.

The question in connection with the Ham-

mond shipments is: Should they be classed as unclaimed or as refused shipments, or as neither? If it is found that they were neither unclaimed nor refused, complainant asks the establishment of a rule to apply in such circumstances, substantially similar to rule 8, section D, applicable to refused shipments. In view of the consignee's expressed intention of accepting the shipments, they can not be regarded as having been refused prior to its definite refusal on Jan. 13, 1920. However, the term "unclaimed" implies, in the absence of an actual refusal, the failure of the consignee of the shipment to claim or accept it. The mere advice to the carrier that it expects to accept sometime is not the equivalent of claiming the shipment, which would contemplate a demand for delivery and a readiness to pay the charges. This the consignee in the present instance did not do. It was therefore defendant's duty, after the expiration of five days following the giving of notice of arrival of car H. V. 3614, to notify complainant that it was unclaimed, and, having failed in this duty, it could not lawfully demand demurrage for the detention thereafter and until notice of the final refusal was transmitted in accordance with its tariff. Car C. B. & Q. 176869 was refused and released at the expiration of five days, and was subject to demurrage while detained.

As to cars C. & N. W. 114883 and 115421, it is clear that a contrary interpretation may not be placed upon the tariff solely because complainant had actual knowledge of the refusal prior to defendant's notice to the consignor. The tariff rules imposed upon defendant the duty of notifying the consignor of the refusal and provided, with no alternative, for the abatement of demurrage against the consignor in the event of its failure to do so. It follows that demurrage did not accrue in this instance after the refusal until defendant had given notice as provided in its tariff.

We find that car H. V. 3614, detained at Hammond, was subject to demurrage after the expiration of free time and until the expiration of five days following the giving of notice of arrival; that thereafter and until notice of the later refusal was transmitted by defendant as provided in its tariff the shipment was an unclaimed shipment and was not subject to demurrage; that car C. B. & Q. 186869 was subject to demurrage during the period of its detention at Hammond after the expiration of free time; that the demurrage charges collected for the detention of the three cars at Worthington prior to Dec. 9, 1920, were not authorized by defendant's demurrage tariff and were therefore illegal; and that complainant paid and bore the demurrage charges on the shipments detained at Worthington and is entitled to reparation, with interest.

All Crops Utilize Sulphate Sulphur.

BY PROFESSOR GEORGE A. OLSON.

The main reason why agricultural gypsum has not been recommended for cereal crops may be due to the comparatively large amounts of legumes produced per acre. Naturally if the yield of crops is big the demand for sulphate sulphur will also be big because sulphur is an essential constituent of all plant life. There is therefore a proportional increase of sulphate sulphur required with each gradation upward in yields of crops.

In this connection one would expect that agricultural gypsum would show to best advantage in fields producing big yields. A corn crop usually weighs more than an oat or barley crop, while wheat probably weighs the least. The corn crops would, therefore, require more sulphate than oats, and oats or barley more than wheat.

Crops growing in soils naturally well supplied with sulphur substances which are easily converted into sulphate are not likely to be held in check. On the other hand, if the sulphur source is not readily oxidized the possi-

bilities are that the available supply of sulphur would influence the yields to a very marked extent.

The practice of removing crops from the land has been recognized a means of removing plant food from the soil. Some plant food is also lost in land drainage and more is lost in the process of soil erosion. These sources of loss of plant food explain in a general way the process of depletion and the main cause for diminished crops.

The wearing away and wasting of plant food continues and in time even the most productive soils must give way unless means for maintaining fertility are provided. Naturally under such conditions the yields must decline. The drop should be first noticed in those crops which originally had been big yielders. Undoubtedly the first element which will be required for restoration is sulphur and when applied in the form of agricultural gypsum it will show its greatest effect in those crops which are known to produce large yields.

With the above facts before us one can readily understand why applications of agricultural gypsum result in increased yields of alfalfa, tobacco, corn and even wheat.

It is an excellent policy to apply the agricultural gypsum to the legumes because the large yields which follow encourage greater interest in growing legumes and at the same time bring them into the system of rotation. The cereal crops which follow will thereby be indirectly benefited, first, because the legumes increase the nitrogen content of the soil, and second, because the agricultural gypsum applied will tend to conserve the sulphur food naturally occurring in the soil.

Supply Trade

CHICAGO, ILL.—The Citizens' Com'ite has compiled a new list, revised to Feb. 1st, 1924, of contractors, architects and engineers who have signified their desire to work in accordance with the Landis award.

RIO DE JANEIRO, BRAZIL—A new law governing patents went into effect in this country last month. Under the former law patents were registered in each of the 24 Brazilian states, and if the manufacturer, foreign or domestic, failed to register his rights in any state he received no protection in that state. The new law requires one registration and that with the federal government, and protects the patent thruout the country. This new law will be of special service to foreign manufacturers who formerly had difficulty protecting their products exported to Brazil.

NEW YORK, N. Y.—The American Engineering Standards Com'ite calls attention to a new slide rule for standard parts which eliminates the danger of making mistakes in transferring standard dimensions to drawings and computations. This slide rule presents all essential dimensions for a full series of bolts, nuts and washers. Moving the slide so that opening on the fixed part of the rule incloses the diameter desired causes rectangles to inclose all the corresponding dimensions on a diagram of the bolt engraved on the fixed part of the rule. Each dimension appears in the place to which it applies. In addition to this the rule provides means of showing the diameter of the drill to be used in drilling a threaded hole for the bolt; diameter of cotter pin to be used; safe carrying capacity in pounds; and the working stress at that load in pounds per square inch. Dimensions for two other standard design components, shaft keys and gas pipes, are similarly presented on the reverse side of this rule. In the same way the rule can be adapted to any part, component, or complete machine in which standard dimensions have been decided upon.

Seeds

NEW YORK, N. Y.—Maxim Hershey has been adjudged bankrupt.

MT. VERNON, WASH.—City Grain & Seed Co., incorporated for \$30,000. Incorporators: B. A. West and G. H. Clark.

NEW YORK, N. Y.—Frederick S. Radway has registered the word "Harmony" as trade mark No. 186,071, to be descriptive of bird seeds.

TOLEDO, O.—The rules of the Produce Exchange were amended Feb. 19 to prohibit the delivery of red clover seed of Italian origin on contracts.

MEMPHIS, TENN.—Embry E. Anderson has registered trade mark No. 184,375. The trade mark is a star with the words "Fancy Texas Red Rust Proof" written within.

MARSTON, MO.—Hawkins & Robbins are out of business; and I am connected only with the Southern Supply & Storage Co. buying and selling feed and machinery.—J. K. Robbins.

MANITOWOC, WIS.—The Manitowoc Seed Co. has purchased a site immediately east of its present warehouse. It is understood that it intends building another warehouse upon this new site.

PHILADELPHIA, PA.—The Commercial Exchange named the following to serve on the seed com'tee: J. W. Koch, A. L. Hood, C. A. Neal, C. G. Alexander and J. Sharpless.

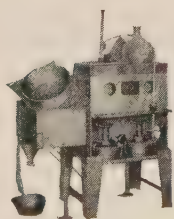
CHICAGO, ILL.—The Great Lakes Wholesale Seed Co. has been incorporated for \$1,000 and will deal in seeds, sundries and feeds. The incorporators are Menz I. Rosenbaum, Lewis Bennett and Isadore Viz.

ASHTON, IDA.—The J. H. Allen Seed Co. of Sheboygan, Wis., is constructing a seed pea sorting house at its Ashton growing station. The new building will be about 40 by 60 feet and four stories high. Ward Costly will manage this branch.

SALT LAKE CITY, UTAH.—The Western Seed Growers Marketing Co. has registered trade mark No. 188,510 to be descriptive of alfalfa, red clover, alsike clover, white clover, and sweet clover seeds. A western clover field is shown in a circle with the words "Westland" written above the picture.

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SAN FRANCISCO, CAL.—The R. C. McGill Seed Co. has been organized by R. C. McGill who recently sold out his interests in R. C. McGill & Co. to Louis, Simas & Jones Co., San Francisco.

TOLEDO, O.—Clover seed market ruled easier the past week. There has been liquidation by holders of March contracts. The fresh demand continues extremely slow. Many retail dealers are backing away from imported clover regardless of where it came from.—C. A. King & Co.

OWENSBORO, KY.—We haven't any seed of any kind to offer to the dealers this year. We usually do a good business in clover seed in the fall of the year, but there was not enough of this commodity threshed in this section last year and we have only enough for our requirements.—Birk & Price Co.

STONEVILLE, MISS.—The Stoneville Pedigreed Seed Co. has registered trade mark No. 173,150 to be descriptive of cottonseed, oat seed, seed corn, and other agricultural seeds. The trade mark is in the form of a triangle, with the name of the company in the center and the words "Pedigreed, Prepotent, Productive Seeds" on the sides.

EDMONTON, ALTA.—Alberta seed grain scored high at the recent Eaton farm products exposition held at Winnipeg when her producers won two championships, nine first prizes and fifty other prizes. Major Strange with spring wheat and Frank Ball with oats captured the championships. The first prizes ran as follows: Major Strange, spring wheat; Ben Berry, winter wheat; Frank Ball, oats; Major Strange, peas; Wm. Lucas, rye; Mr. Ganon, alfalfa; Nunemaker Bros., red clover.

Minneapolis, Minn., Feb. 23.—There is some inquiry for seed flax and several cars have been sold for that purpose during this week. It is unusually early for a demand for seed flax and all indications and information point to a big increase in the acreage this Spring. The consumption of oil meal in this country is disappointing and prices are sagging. The supply of seed for interior mills is becoming exhausted and there is very little left in the country so the output of both oil and meal by the mills away from the seacoast will be less from month to month and this will lessen the supply of oil meal in that section.—Archer-Daniels-Midland Co.

OLYMPIA, WASH.—The Supreme Court has affirmed the judgment of the Thurston County Court granting the state department of agriculture a permanent injunction to restrain the Oregon-Washington Railroad & Navigation Co. from shipping alfalfa hay from that part of Idaho south of Idaho and certain other districts likely to be affected by the alfalfa weevil to or thru the state of Washington. The case involved the validity of the quarantine order issued by E. L. French, director of agriculture, in 1921, which prohibited shipment alleged by the department to be infested with the alfalfa weevil. Last spring the department condemned two carloads of hay from southern Idaho at Spokane.

IMPORTS of forage plant seeds during the month of January, as reported by the U. S. Department of Agriculture, were 1,260,900 lbs. alfalfa seed, 151,700 lbs. Canada blue grass, 583,800 lbs. alsike clover, 380,300 lbs. crimson clover, 5,309,100 lbs. red clover, 252,600 lbs. white clover, 49,000 lbs. clover mixtures, 39,200 lbs. foxtail millet, 2,800 lbs. orchard grass, 601,300 lbs. rape, 391,800 lbs. English rye grass, 178,600 lbs. Italian rye grass, 482,300 lbs. hairy vetch, 11,200 lbs. spring vetch, compared with 1,312,700 lbs. alfalfa, 205,400 lbs. Canada blue grass, 443,000 lbs. alsike clover, 170,700 lbs. crimson clover, 13,100 lbs. white clover, 64,100 lbs. broom-corn millet, 34,100 lbs. orchard grass, 1,006,000 lbs. rape, 500 lbs. redtop, 153,700 lbs. English rye grass, 105,400 lbs. Italian rye grass, 369,200 lbs. hairy vetch, and 252,300 lbs. string vetch in January, 1923.

Field Seeds in South Dakota.

[From an address by Richard Burns before the Tri-State Shippers' Ass'n.]

Our interests and that of the farmer are inseparably linked together, so that it behooves us to keep abreast with the most progressive and up-to-the-minute methods in agriculture. In my young days, I was engaged in the seed business in Scotland and Ireland, and the professors and college experts in both countries at that time were very frank in declaring that their most valuable contact with the farmer was obtained through the seed trade assistants. For the purpose of obtaining the best results from this contact, lectures, field demonstrations and laboratory work were made available to the assistants at such hours and in such periods of the year, as made it easy as possible for the seedsmen to take advantage of the opportunity.

The farmers naturally sought advice from the seedsmen, but were diffident about approaching the highbrows. These good men did not care how their message got across and were quite willing that the seedsmen be the channels of information, and contenting themselves to remain in the background, recognizing that the work was greater than the workers. I believe that our farmer friends in our respective districts are very much like those men. They enjoy discussing new methods with us, and with perhaps a few exceptions, I believe the college men would be willing to work through us. Have we fully risen to our opportunity and have we kept ourselves fully informed so as to be in a position to become a reliable counsellor and adviser to those who consult us?

In discussing field seeds in South Dakota, I propose to confine my remarks to their production and advantages to be gained from their use in a general way.

Field Seeds: I will confine myself to seeds such as are used in general agricultural practice, and will not include seeds such as watermelon, which though grown in many parts of South Dakota as a field crop, is nevertheless not usually classified as a field crop.

In looking over our catalog, I find we have listed 38 distinct species of field seeds at least, and of these no fewer than 31 are regularly produced in South Dakota. All of the others could be produced and are occasionally grown but only in a limited way.

This will readily convey to all interested observers that South Dakota in the matter of Field Seeds has very nearly reached the rather overworked political slogan of living within the state.

South Dakota cannot lay claim to being a large producer of small grains, and with the improvement of corn, this is likely to decline rather than increase. We might, however, refer to a notable introduction which has rapidly become very popular, viz., the Hulless Oats which was introduced to South Dakota and neighboring States by the Dakota Improved Seed Co. in 1922. This oats undoubtedly has a great future and grain dealers of the tri-states would do well to learn of its characteristics. A few new varieties of wheat, notably Kota and Ruby, are likely to prove valuable acquisitions.

Alfalfa: In the list of South Dakota Field Seeds perhaps not a single species is more widely known than alfalfa and perhaps the best testimonial that can be cited is the reputed amount of substitution that is said to be taking place. Growers of alfalfa seed in other districts of course boost for their own particular seed and I have heard Kansas folk tell of wonderful fields said to have been raised from their seed in Northern States, but in spite of this, you never hear of any complaint in regard to South Dakota Seed being brought down to Kansas or any other similarly located producing territory and being sold as local grown seed.

I once heard a speaker from North Dakota say that North Dakota suffered from being bounded on the North by Canada and on the South by South Dakota. Geographically, South Dakota seems to be ideally located for the production of Field Seeds of nearly all kinds generally used. Hardy enough for the most Northern conditions and sufficiently prolific and well matured for the South.

Sweet Clover, Red Clover, Millets, Timothy, Brome, Western Rye Grass, Sunflower, Fodder Cane, Sudan Grass, Soja Beans, as well as most all grain crops, can be profitably grown in many districts, so that hardy, well matured acclimated seed is available for those who devote their attention to the production of feed for stock raising and who necessarily find it more profitable to buy their seed than to attempt to raise their own, permitting them to devote their time and energy to the branch of agriculture in which they specialize.

The value of alfalfa as a pasture and hay crop is too well known to require any mention whatsoever.

The uses of sweet clover and other legumes as profitable hay, pasture and fertilizer, cannot be too strongly urged. In agriculture as in every other business, the increase of production with a decrease of overhead is the doorway to success, and heavier yields per acre is the key to this doorway. The use of catch crops like millets, rape, cane, buckwheat, etc., should be encouraged, so as to leave no idle

land on the farm. This will not only yield just that extra, that means "clear velvet," but will keep the land clean and what is plowed under will add much needed humus to the soil.

Varieties of Alfalfa.

In a recent bulletin on alfalfa Leo Turner of Yuma, Ariz., gives an excellent description of the varieties of alfalfa best adapted to southern conditions. He speaks of the Common and the Peruvian and describes at some length the two forms of the Peruvian variety.

The hairy Peruvian alfalfa is a very rapid grower with long, slant stems, quick recovery after cutting and ability to grow during the winter months, thus affording pasturage when other kinds are dormant. It is upright with few branches, small crowns and rather large leaves. Tiny hairs cover the plant, being rather sparse at the base and very dense on the leaves and stems at the top. They are of a whitish color and, when viewed from a distance, give a field of this alfalfa a decided silvery-sheen or grayish-green appearance.

The smooth Peruvian form is entirely free from hairs, and, tho of similar growth, is much smaller of stem. It makes the finest of hay and is in great demand among dairymen and rabbit fanciers.

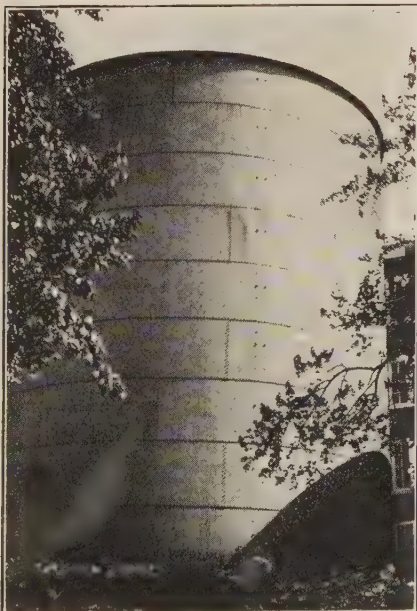
Steel Storage Tank at Leesport, Pa.

Millers appreciate the value of safe storage for the wheat they grind, to keep the grain in condition, and the Schuylkill Flour Mills, located about 10 miles above Reading on the Schuylkill River at Leesport, Pa., is also careful to preserve the storehouse, as will be seen in the engraving herewith, showing the steel tank, which is 45 feet high and 45 feet in diameter.

To protect the metal from the weather the tank originally was painted with the ordinary red oxide of iron, followed two years later with one coat of silica graphite paint. The photograph from which the engraving was made was taken 6 years after painting; but some time ago the owners decided to repaint at regular intervals with Dixon's Silica-Graphite Paint.

Exposed ironwork will rust if not protected by paint; and it is more profitable to repaint frequently than it is to attempt to undo the damage done by letting rust once get a start. Rust is one of the oxides of iron, of which there are several, the outer layers of rust containing more oxygen, which they pass on to the inner layers, which in turn eat into the metal.

Local conditions also sometimes make painting more necessary. Fumes from locomotive engines and some furnaces consuming bitumin-



Storage Tank of Schuylkill Flour Mills at Leesport, Pa.

ous coal contain sulphur dioxide gas that is very corrosive and damp salt air also promotes rusting, and if the grain storage tanks are exposed to these atmospheric conditions painting is in fact indispensable.

Agricultural Bill in House.

A total of \$56,758,513, which \$17,700,000 would be available for improvement of highways during the coming fiscal year, is carried in the annual agricultural bill reported today by the house appropriations committee.

The total is \$16,082,940 less than the appropriation a year ago, when \$32,300,000 was allotted for state aid road construction, and is \$471,312 less than budget estimates.

For the enforcement of special laws by the department of agriculture the bill carries \$2,627,000, the items including: Packers and stockyards act, \$452,540; grain futures act, \$104,460; plant quarantine act, \$324,426; insecticide act, \$140,575; grain standards act, \$500,000; warehouse act, \$163,000; cotton futures and cotton standards acts, \$185,000; food and drug act, \$716,000.

The bill carries \$411,315 for barberry eradication; \$572,360 for preventing the spread of moths, and \$216,350 for preventing the spread of the European corn borer.

Government Owned Elevators a Delusion.

Twenty years ago the farmers of Manitoba persuaded the government to purchase all the line elevators in the province. It took only a year or two to demonstrate that government ownership and operation was a delusion and the scheme was abandoned at high cost to the province. Since that time the western Canada farmers have, with the exception of federal wheat board plan, kept away from monopoly proposals.

Books Received

FEEDING STUFFS report of the Kansas State Board of Agriculture for the quarter ending June, 1923, contains latest information about feeding stuffs, rules, regulations, and lists of feeds registered. The Kansas feed laws are explained and instructions are given concerning feeds that must be registered, labeled and show payment of tax. A caution is inserted for the Kansas people advising them against buying that which does not comply with Kansas law. In the back of this report is a very comprehensive article entitled, "The Value of Feeds," by Dr. C. W. McCampbell and A. E. Langworthy, Kansas State Board of Agriculture, J. C. Mohler, sec'y, Topeka, Kan.

UNLAWFUL AND OTHER WEEDS OF IOWA is the title of a pamphlet by L. H. Pammel and Charlotte M. King, Iowa State College of Agriculture and Mechanic Arts. This is a very well written pamphlet covering the subject thoroly and specifically from the definition of a weed thru the classes and kinds of weeds, their methods of reproduction and means of extermination. A large number of illustrations makes clear the descriptions and enhances the interest of the reader. The booklet is put out on a very good quality of smooth, white paper and the type is easily read. Iowa State College of Agriculture and Mechanic Arts, Ames, Iowa.

WHEAT IN THE EXPORT TRADE.—The very detailed statement of the methods followed by dealers in selling American wheat abroad prepared by T. D. Hammatt should convince any fair-minded wheat producer that the exporting middleman is earning the small margin of profit he takes. Interior dealers also could read this pamphlet with profit as it will give them an understanding of some of the buying practices that otherwise seem arbitrary and burdensome to the interior shipper, but are necessitated by the contracts the exporter must meet abroad. In an appendix to this pamphlet of 78 pages are given practically all the contract forms used in the export trade. Issued by the U. S. Department of Commerce as Trade Information Bulletin No. 185, Foodstuffs Division, Washington, D. C.

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Robinson Telegraph Cipher Code: With 1912 and 1917 supplements, is for domestic grain business. Leather bound, \$2.25; cloth bound, \$1.75.

Millers Telegraphic Cipher: 1917 edition. Designed especially for the milling and flour trades. 77 pages, 3½x6 inches, paper bound. Price \$2.00.

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Supreme Court Decisions

F. O. B. Cars.—In the absence of other shipping instructions, the words "f. o. b. cars," in a sale contract, would indicate that a delivery was to be made to a railroad for shipment to a place indicated by buyer.—*Sarachen & Rosenthal v. Wilson & Co.* Supreme Court of New York. 202 N. Y. Supp. 591.

Damages on Destination Value.—A provision, in a B/L for interstate shipment, that damages are to be estimated at point of shipment, would be of no avail under the Carmack Amendment to the Interstate Commerce Act (U. S. Comp. St. §§ 8604a, 8604aa).—*Taylor v. St. Louis & H. R. Co.* St. Louis Court of Appeals, Missouri. 256 S. W. 499.

One Employed to Inspect has no Authority to Bind Employer.—Where seller of potatoes, on learning that buyer was dissatisfied with those shipped, employed a third person to inspect the potatoes and report to him, such inspector had no authority to bind the seller by an admission to the buyer that he had some ground for complaint.—*Brewer v. F. David & Co.* Supreme Court of Rhode Island. 123 Atl. 89.

Rejection of Subsequent Shipment on Contract.—Where seller divides order for goods into two shipments, buyer may hold the first shipment a reasonable time for the arrival of the second and examine and inspect them all together, or may inspect each installment as it arrives; but if the buyer adopts the latter alternative each installment or shipment will stand on its own footing, and acceptance of the first shipment will not affect the other.—*Sachs Shoe Co. v. Maysville Suit & Dry Goods Co.* Court of Appeals of Kentucky. 256 S. W. 401.

Shippers Can Recover from Bank Proceeds of Sale by Commission Merchant.—Where a bank, receiving a deposit from a live stock company, knew that it represented proceeds of a sale of a live stock on a commission basis, and belonged to the company's customers, the bank's application of the money to the company's indebtedness to the bank was illegal, and the company's customers could have recovered the money from the bank.—*Drovers Nat. Bank v. Denver Live Stock Exchange.* Supreme Court of Colorado. 220 Pac. 402.

Seller Not Liable for Carrier's Failure to Divert in Transit as Desired by Buyer.—On December 16th a buyer of raisins then in transit requested diversion of part of the shipment, and on December 19th the seller wrote and delivered to the terminal carrier a letter requesting such diversion, accompanied by the B/L. Held that its failure to present the request earlier, or to telegraph all of the connecting carriers, did not make it liable for the carriers' failure to make the diversion, especially where the request was in ample time, except for the railroad's oversight or mistake in changing the routing.—*Armour & Co. v. Wood & Selick.* Supreme Court of New York. 202 N. Y. Supp. 275.

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Payment of Draft tho Previous Shipments were Defective.—In an indorsee's action on a draft given for goods purchased, evidence that he took the draft with knowledge of drawer's claims that similar goods previously purchased and paid for were defective held no proof that he took with knowledge of any equities then existing in favor of drawer against payee for breach of warranty.—*Buffalo Porcelain Enameling Co. v. Paramount Service Co.* Supreme Court of New York. 202 N. Y. Supp. 301.

Delay and Extension of Time for Delivery.—The general rule is that, if a seller fails to deliver goods sold to a purchaser at the time and place specified in the contract, the measure of damages recoverable is the difference between the contract price and the market price at the time and place for delivery as fixed by the contract. But where, subsequently to the date for the delivery of the goods by the seller to the purchaser, both parties to the contract agree in writing to an extension of time in which the contract is to be performed, without specifying a particular date on which the goods are to be delivered, the law will imply that the goods are to be delivered within a reasonable time thereafter.—*Rome Cooperage Co. v. H. Bettis Co.* Supreme Court of Georgia. 120 S. E. 632.

Unauthorized Change from S/O to Straight B/L Makes Carrier Liable for Conversion.—Where a shipment was on consignor's order B/L with directions indorsed thereon to notify proposed buyer and to deliver to him upon payment of draft attached to bill, the unauthorized act of connecting carrier's agent, on consignor's request for diversion of shipment, in placing upon the order bill an indorsement which changed it into a straight bill, held a change of the contract between the shipper and the proposed buyer, and for delivering the shipment to the changed consignee without payment of the draft and surrender of the B/L, properly indorsed, the carrier was liable to shipper for conversion of the shipment.—*Davis, Director-General, v. Fruita Merc. Co.* Supreme Court of Colorado. 220 Pac. 983.

Employment Contract.—Under an employment contract, effective for one year if each party performed his duty and the employee's services were satisfactory, but providing that "if, however, either party decides to terminate this contract, he or they reserve the right to do so by giving * * * 30 days' notice," the employer could terminate it on such notice without being entitled to do so under the other provisions; there being no necessary inconsistency between them and the later clause, which was intended as a reservation from the operation thereof, in view of the word "however," which means "at all events; in any case, nevertheless; notwithstanding," and "indicates an alternative intention, a contrast with the previous clause, and a modification of it under other circumstances."—*L. Piott v. Farmers Elevator Co., of Plainview.* Court of Civil Appeals of Texas. 256 S. W. 946.

Misrepresentation of Seed.—Proof that a salesman represented seed to have a 90 per cent germinating power to a farmer in need of such seed, that the statement was untrue, and plaintiff relied upon it to his damage, operated to establish legal fraud for which an action of deceit was proper. A salesman's statement, in selling cotton seed to a farmer, that it had 90 per cent germinating power, was not a mere expression of opinion, since he is presumed to know the quality. Modern decisions show a strong tendency either to relax the doctrine of caveat emptor (let the buyer beware) or to refuse to extend it further than it has been carried by previous decisions even with respect to 'dealer's talk'; the courts taking the view that a vendor, guilty of falsehood, made with intent to deceive, should not be heard to say that the purchaser ought not to have believed him."—*S. D. Caldwell v. John P. Horner,* Court of Civil Appeals of Texas. 256 S. W. 1023.

Advantage of Having Firm Name and Brand Name the Same.

The Patent Office is now pursuing the practice, under certain conditions, of broadly protecting brand names that harmonize with the name of the owner. The protection goes far beyond the range of the usual registration as it covers all of the 49 trade mark classifications of the Patent Office.

The benefits, both in protection and advertising advantages, are made clear in a 1,400-word explanation prepared by Midas Trade Mark & Patent Bureau for issuance in pamphlet form, the text having been duly inspected by the law examiner of the U. S. Patent Office, and from which we take the following:

The effect of the entry in the Patent Office of the corporate name, Uneeda Biscuit Co., would be in the obstruction set up against any one, whether individual, co-partnership, or corporation, who would apply for registration of the word "Uneeda" for any goods whatsoever outside of the bakery classification, or within the bakery classification. Applications for registration made on bakery goods would, of course, be obstructed by the anticipating registration of "Uneeda" by the National Biscuit Co., but the applications in any other class, whether for chewing gum, boots and shoes, or embalming fluid, would be automatically obstructed because the official examiners at Washington would have a means of knowing that there is a corporation extant, the key word of whose business is "Uneeda."

The only exception to such obstructions to registration is where the applicants for registration of the word, "Uneeda," could establish that they adopted that name to brand goods prior to the date of the articles of incorporation of Uneeda Biscuit Co. All other applicants for registration of a later date of adoption would then have to obtain consent of the corporation whose major word is "Uneeda," and who had taken the precaution of filing its articles of incorporation in the trade mark search records of the Patent Office.

The court decisions have upheld the Commissioner of Patents in the practice of obstruction cited, as witness the following decisions:

United Drug Co., 222 O. G., 729, 44 App. Ct. D. C. 209, *Trade Mark Stork, John Given vs. New York Athletic Club,* 210 O. G., 1067, 42 App. D. C. 558.

Ford Motor Co. vs. The Mansfield Tire & Rubber Co., 115 Ms. Dec. 78, 44 App. Ct. D. C. 205.

American Steel Foundries, 264 O. G., 354, 258 F. R., 160, 9 T. M. Reporter, trade mark Simplex.

The object of the protection afforded by the recording of corporate names in the Patent Office is to prevent damage to such company resulting from the subsequent registration of a trade mark embodying the corporate name or the essential features thereof by some other party. Note that this relates to deposit, not registration. The practice does permit the registration of corporate names as a trade mark when used as such for the particular goods made or sold by the corporation. The idea of the broader protection thru depositing the corporate name is with a view of giving an exclusiveness that might otherwise be affected by the promiscuous and damaging use by other parties of the name of the corporation as a brand for various goods, irrespective of competitive nature of such other branded goods.

While that limitation is the objective of the practice it has resulted in rejection of brand applications that could hardly be deemed to damage the corporation of a corresponding name. The brand "Paramount" for food products was refused registration because of the Paramount Knitting Co. corporate name; "Sunlight" for boots and shoes on Sunlight Creameries; "Eureka" paints on Eureka Steel Range Company; "Victor" dressed poultry on Victor Talking Machine Co.; "Paramount" golf balls on Paramount Pictures Corporation; "Lincoln" citrus fruit on Lincoln Motor Co.; "National" lard on National Cash Register Co.; "Valora" canned fruit and vegetables on Valora Chemical Co.; "Protex" hair nets on Protex Signal Co.; "Master" radio apparatus on Master Car-buretor Co.

On the other hand, the equity of the practice is reflected in many other instances of which one is sufficient for comparison. In the case of the brand "Ford" for tires the Patent Office examiners have turned down the application for registration because the Ford Motor Co. took the precaution to place its business title for ready reference in the trade mark division of the Patent Office.

What has been stated has been largely on the assumption that the concern centers its activity upon one brand or a leading brand of that particular concern. It is also assumed that the brand is the same as the name under which the business as a whole is conducted and that the business has been incorporated.

Transit Schedules of Frisco Ordered Canceled.

The Interstate Commerce Commission has ordered the St. Louis & San Francisco Railway Co. to cancel its proposed rule governing transit on grain originating west of the Missouri River and moving to Pacific Coast terminals and intermediate points.

Grain dealers and millers had filed complaint and the tariffs were suspended upon petition of the Kansas City Millers Club, until decision.

The Frisco asserted that the rule under suspension was proposed because protestants have taken advantage of the absence of specific routing in the tariffs naming transcontinental rates on grain and grain products by moving grain over unnatural and circuitous routes with the Frisco as an intermediate carrier, and that it has been handling such traffic at a loss. Respondent showed that grain dealers at Wichita have shipped grain to the Pacific coast which originated at points in Wyoming, Colorado and Nebraska. This grain moved eastward to Wichita via Kansas City, Mo., or other junctions, was accorded transit at Wichita and tendered to the Frisco for outbound movement to the Pacific coast via Ellsworth, Kan., and the Union Pacific or via Fort Worth, Tex., and the Southern Pacific. The distances over the direct routes and over routes via Wichita from 20 points in the three states named from which grain has moved to Pacific coast terminals since February of 1923 with transit at Wichita are shown by respondent. The distances from the points where the grain originated to Los Angeles and San Francisco, Calif., via Wichita, are from 979 miles to 1,582 miles in excess of the distances over the direct routes. Respondent also states that grain has moved over routes with transit at Arkansas City which are from 290 to 603 miles longer than the direct routes from the points of origin to destination. Most of the points of origin are in transcontinental Group F, from which the rate is 68 cents on wheat and 75 cents on flour. The point most distant from San Francisco which takes the Group F rate is Beaumont, Tex., 2,198 miles, and the most distant point from Los Angeles in Group F is Sioux City, Iowa, 1,911 miles. The minimum haul on any of the shipments handled by the Frisco via Wichita is 2,528 miles and the longest is 3,908 miles.

The shippers demand the protection of the joint rates on grain moving to the coast with transit at Wichita and Arkansas City. Respondent's transit tariff provides that when the transit point is on a direct line of movement the joint rate from point of origin to point of destination will apply. But respondent contends that the joint rates do not apply to the traffic in question because Wichita and Arkansas City are not on direct routes. The tariff contains no definition of direct routes. The routes are left open and the joint rates are applicable via Wichita and Arkansas City over lines which are named as parties to the tariff. Respondent has no arrangements with its connections for divisions of the joint rates on grain over the routes in question.

The grain moves into Wichita or Arkansas City on the local rate to those points which is allowed as a credit on the outbound billing and the shipment moves from the transit point to the destination point at the balance of the joint rates. In making settlements the terminal carriers treat the shipments as tho they originated at the transit point and exact their divisions on that basis. As a result the Frisco has been handling this business at a loss.

A typical shipment originated at Severance, Colo., moved to Kansas City and thence to Wichita, Kan., where it was accorded transit. It moved out of Wichita over the Frisco and was delivered to the Southern Pacific at Fort Worth, Tex., for delivery at Los Angeles. In making settlement on the shipment the Frisco paid the transcontinental line \$258.37, while it received \$181.60 for the service performed by it as an intermediate carrier, sustaining an out-of-pocket loss of \$76.77. Apparently the traffic in question has only been moving thru Wichita and Arkansas City since February or March of 1923. The Frisco claims a total deficit of \$3,787.49 on 37 cars of transcontinental grain which it handled with transit at Wichita since March 7, 1923, and on which settlements had been made up to the time of hearing.

A protestant engaged in milling grain at Arkansas City received 937 cars of wheat during the first seven months of 1923, only 87 of which originated at stations on the Frisco. It is not able to draw an adequate supply of wheat from stations on the Frisco and buys large quantities at points in Kansas on the Chicago, Rock Island & Pacific, hereinafter referred to as the Rock Island. This tonnage is handled via Medora, Kans., a junction of the Rock Island and Frisco, to Arkansas City, where it is milled and shipped out over the Frisco to Clinton, Okla., for transit to coast terminals by the Rock Island and connections. If the suspended schedules become effective the Arkansas City miller using wheat which originates at Rock Island stations and shipping the product to the coast will have to pay a combination of rates to and from Medora with resulting increases of

from 10.5 cents to 19.5 cents per 100 pounds. From some wheat-shipping points in Kansas on the Rock Island the distance to the coast via Arkansas City is about 67 to 249 miles greater than over the direct routes. Arkansas City is 244 miles southwest of Kansas City. Protestants contend that it is not reasonable that the flow of grain through interior centers should be obstructed where the hauls do not exceed those involved in moving the grain thru Missouri River markets. They submit that a fair basis of divisions between the carriers participating in the routes in question would remove the embarrassment under which the Frisco is now handling the grain originating at stations on connecting lines and accorded transit at stations on its line.

The Commission, in its decision, said: If the suspended schedules become effective it would eliminate transit at points on the Frisco except on grain which originates at stations on that line, but the joint rates would remain in effect over the circuitous routes with the Frisco as an intermediate carrier, although grain would probably not move that way without the transit.

Obviously the routing of at least some of the shipments shown in the record has resulted in wasteful transportation and unwarranted loss in revenue to the carriers, and reasonable restrictions with a view to relieving this situation would be proper and desirable. Back hauls should be reduced to the minimum consistent with commercial necessities, but respondent's proposal to eliminate transit at its stations on all grain originating west of the Missouri River except such as originates on its line is too drastic and cannot be approved. The record affords no basis upon which we can determine in what form or to just what extent restrictions of the kind proposed would be reasonable and proper. We find that the proposed schedules have not been justified. An order will be entered requiring their cancellation.—85 I. C. C., 43.

VINTON, IA.—Thirteen cars of grain in an eastbound train on the C. R. I. P. R. R. track between here and Cedar Rapids, left the rails about 8 a. m., Feb. 11. Luckily all of the cars remained upright, the train coming to a halt with the wheels of the derailed cars less than a foot from the rails. The cars and even the air-line remained intact.

Tampering with the Constitution.

How can any one argue that every act of Congress should be upheld as being for the public good? As a matter of fact, a great many of them have not been for the public good.

If this principle prevails, life and property will be at the mercy of any particular Congress, and NO PERSON WOULD HAVE ANY DEFINITE ASSURANCE OF LIFE OR PROPERTY. It is for this very reason that written constitutions were made. The fathers wished our rights to be definite and fixed, so that no authority or power could interfere with them; but, as this is a day when so many people like to follow after "strange gods," the advice of "the fathers" is laughed at as being obsolete, or at least antiquated.

Allowing Congress, or a state Legislature, to be supreme in such matters, would be little better than allowing mob rule, and can be advanced only by such persons as believe in a simon-pure democracy. It was to prevent mob rule through Legislatures that many restrictions were placed in the Constitution.

A spirit of lawlessness is now raging over our country with an appalling speed, and it is likely to find expression in all sorts of freak laws. A great number of citizens do not have ingrained in them the traditions of our country or an affection for our Constitution; in other words, they are not rooted in the soil; they are not interested in building up America, but would fly to any other place that offers an immediate return greater than America offers. It is simply a place in which to get a present living.—Geo. Washington Williams, U. S. Attorney, St. Thomas, Virgin Islands.

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309 So. La Salle St. CHICAGO, ILL

Changes in Rates

As shown by tariffs recently filed with the Interstate Commerce Com'n the carriers have made the following changes in rates:

E. B. Boyd, agent Western Trunk Lines, in Supplement No. 2 to 1-R gives rules, regulations and exceptions to classifications, effective Mar. 15.

C. & A. in Supplement No. 10 to 2-I gives switching and terminal charges also rules governing absorption of switching, drayage and transfer charges applying at stations on the C. & A., effective Mar. 7.

C. & E. I. in Supplement No. 9 to 650 gives joint and proportional rates on grain, grain products and grain by-products from stations on the C. & E. I. also from East Joliet, Ill. (via E. J. & E. Ry.) to points in Alabama, Florida, Louisiana and Mississippi effective Mar. 8.

C. I. & L. in Supplement No. 3 to 520-B gives local, joint and proportional rates on grain, grain products and grain by-products, also flaxseed from stations on the C. I. & L. to points in Illinois, Indiana, Iowa, Kentucky, Michigan, Missouri, New York, Ohio, Pennsylvania, West Virginia and Wisconsin, effective Mar. 4.

C. R. I. & P. in Supplement No. 11 to 31, 408-C gives local, joint and proportional rates on grain, grain products, seeds and broom corn, carloads from stations in Colorado, Kansas, Missouri, Nebraska, New Mexico and Oklahoma, also Council Bluffs, Iowa, and Memphis, Tenn., to Memphis, Tenn., New Orleans, La., and stations in Alabama, Arkansas, Kansas, Louisiana, Mississippi, Missouri and Oklahoma, effective Jan. 29.

I. C. in Supplement No. 21 to 1,537-G gives local, joint and proportional rates on grain, grain products, cotton seed products, seeds and articles taking the same rates between stations in Illinois, Indiana, Wisconsin; also Dubuque, Ia., St. Louis, Mo., Chicago, Ill., Milwaukee, Wis., Minneapolis, Minn., Paducah, Ky., Peoria, Ill., Ohio River Crossings and other stations in Illinois, Indiana, Iowa, Kentucky, Michigan, Minnesota, Missouri, and Wisconsin, effective Mar. 15.

C. R. I. & P. in Supplement No. 8 to 29, 329-F gives local joint and proportional rates on grain, grain products and seeds, carloads between Albright, Neb., Atchison, Kas., Council Bluffs, Ia., Kansas City, Mo., Leavenworth, Kas., Omaha, Neb., St. Joseph, Mo., South Omaha, Neb., Sugar Creek, Mo., and stations in Iowa, Kansas, Missouri and Nebraska on C. R. I. & P. Ry., C. B. & Q. R. R., M. P. R. R. and Washburn Ry. and stations in Illinois, Indiana, Iowa, Minnesota, Missouri, South Dakota and Wisconsin, effective Mar. 4.

I. C. in Supplement No. 7 to 601-I gives local, joint and proportional rates on grain, grain products, feed, hay, meal, seeds, straw, flax fibre and moss and articles taking same rates between stations in Iowa, Minnesota, Nebraska, South Dakota on the I. C., C. R. & I. C., Ft. D. D. & S., G. N. W. C. F. & N., and Chicago, Ill., Milwaukee, Wis., Minneapolis, Minn., Omaha, Neb., Peoria, Ill., St. Louis, Mo., Ohio River Crossings and stations in Illinois, Indiana, Iowa, Kansas, Kentucky, Minnesota, Missouri, Ohio, South Dakota and Wisconsin, effective Mar. 5.

The Falling Franc.

The Bourse de Commerce, which is a French equivalent for a board of trade, was closed until further notice on Feb. 19 by the Prefect of Police. The instability of the franc has caused widespread speculation in foodstuffs and the authorities took this means of preventing posted market quotations from skyrocketing the prices on foodstuffs.

In spite of the fall of the franc Premier Poincare succeeded in getting a bill, calling for a 20 per cent increase in taxes, passed.

These conditions have stimulated the strike epidemic around the Seine. All industries are affected and all workers are demanding higher wages.

In France the politicians blame the regulated marketplaces with rising prices, while in the U. S. they blame the marketplaces with falling prices.

Causes of Grain Elevator Fires.

The record for 1923 of its own experience as given herewith by the Grain Dealers National Mutual Fire Ins. Co. is full of food for thought by grain elevators, owners and operators who are willing to assist in reducing fire losses by removing the known causes of fire from their own plants.

The wise dealer will profit by the experience of his brother dealers who were unfortunate in having fires from the more frequent causes enumerated by the Grain Dealers Fire Ins. Co. which has just completed its 21st year of writing insurance on grain elevators and flour mills and their contents.

Out of the 111 fires suffered by policy holders of the Grain Dealers National Mutual Fire Insurance Co. last year, 44 were total and 57 were only partial losses, while in 10 cases no claim for damage was filed. The losses for the year aggregated \$324,309.64.

The kind of power used in the grain storehouses where fire occurred were classified as follows: steam 8; gasoline 51; electricity 42; water 2; no power 8. 43.84% occurred between 7 A. M. and 7 P. M. 47.95% occurred between 7 P. M. and 7 A. M. In 8.21% no time of fire was given.

The causes of more fires than usual were reported. The cob house was credited with one loss amounting to \$3,143.53.

Exposure was credited with 10 losses aggregating \$15,627.78.

Eight electrical hazards are credited with losses aggregating \$3,868.53. In three cases the motor burned out with aggregating losses of \$3,192.87. Overheated motor caused a loss of \$14.64. A motor poorly installed lost \$455.70. Three phase motor operating on one phase caused a loss of \$66.59. Defective cable caused a loss of \$22.06. In another case electrical motor caused a loss of \$116.67.

Fuse and stoves seem to have been watched more vigilantly than usual. Only 3 fires were reported with a loss of \$20,231.37. Two losses credited to defective chimneys or overheated furnace cost the company \$12,854.15, while one fire credited to the office stove cost \$7,377.22.

Friction as usual was a good producer and had a record of 12 fires during the year, with aggregating losses of \$37,782.49. Hot boxes caused 8 of these fires, choke up in leg 2 fires, and settling foundation throwing machinery out of line, 2 fires.

Internal combustion engines were credited with 8 fires, the losses aggregating about \$856.23. Exhaust pipe scored 3 times, priming engine with gasoline twice, engine backfired once and spark from plug dropped into tank of gasoline once.

Burning coke in the grain drier caused a loss of \$17.72.

Three incendiary fires caused a loss to the amount of \$1,729.67.

Lightning as usual caused more fires than any other known cause. It is credited with 27 fires resulting in losses to the amount of \$38,033.58.

Locomotive Sparks seem to have lost their cunning or else grain dealers have stopped putting on wood shingle roofs, because only 7 fires were credited to locomotive sparks, but the losses aggregated \$36,123.10.

Five fires were traced to machinery resulting in losses aggregating \$15,733.46. The friction clutch scored twice with a loss of \$7,000 and metallic substance in an attrition mill caused a loss of \$8,733.46.

Smokers with their burning stubs and matches started 4 fires causing a loss of \$3,447.76.

Mischievous boys smoking caused 2 losses aggregating \$38.21.

The 2 power house losses which were traced to known causes resulted in a loss of \$15,497.22. Cobs which had been piled against the boiler wall caused a loss of \$54.85, while an overheated steam header between the boiler and the floor caused a loss of \$15,442.37.

Spontaneous Combustion is credited with 4

fires, 2 in the coal bin resulted in a loss of \$118.88. Spontaneous combustion in bulk gluten caused a loss of \$229.68. A similar fire in screenings caused a loss of \$4,770.29.

All but 14 of last year's fires were traced to some known cause, but these 14 fires with their usual heat resulted in a loss of \$127,060.14.

Any grain elevator owner or operator who is anxious to reduce the fire hazard in his plant can study the company's record for the past 21 years and by reducing his fire losses also reduce the cost of his insurance.

For Twenty-One Years.

	No.	Percent.	Amount.
Automobiles and motor trucks	2	.15	\$ 5,684.61
Cob burners and cob houses	16	1.22	59,654.07
Electrical hazard	29	2.21	30,293.03
Explosions in building	5	.38	25,068.85
Exposure	119	9.05	158,958.22
Flues and stoves	42	3.19	92,406.71
Friction	169	12.86	532,703.90
Grain drier	5	.38	8,095.47
Incendiary	35	2.66	125,844.67
Lighting (other than electric)	1	.07	20,000.00
Lightning	314	23.89	202,268.76
Locomotive sparks	143	10.88	360,958.74
Matches and smoking	14	1.06	15,966.64
Power house and power	116	8.87	295,625.31
Railroad accident	2	.15	4,508.96
Spontaneous combustion	77	5.86	113,463.28
Tramps	15	1.14	48,388.88
Unknown	166	12.63	776,479.26
Miscellaneous	44	3.35	54,463.06
	1,314	100.00	\$2,930,832.42

Number of fires since organization	1,314
Losses—Total to whole number of losses	38.36%
Losses—Partial to whole number of losses	48.93%
Losses—No claims to whole number of losses	12.71%
	100.00%

Kind of Power Used.

Steam	25.88%
Gasoline	49.32%
Horse	.30%
Water	1.14%
Electric	16.36%
No power	7.00%
	100.00%

Time of Day When Fires Occurred.

Daylight—7 A. M. to 7 P. M.	43.84%
Night—7 P. M. to 7 A. M.	47.95%
No time given	8.21%
	100.00%

Fires put out by the use of barrels of brine with buckets, and extinguishers—29 with claims of \$1,884.36. Amount at risk on property saved, \$376,200. During the twenty-one years this makes 9.89% of fires occurring put out by the use of barrels and buckets or extinguishers, on which there was a liability of \$1,520,308, with only a normal amount paid. In other words barrels of calcium chloride and buckets saved the policy holders of this company \$1,520,308 in twenty-one years.

Mill and Elevator Field Men to Meet.

The annual convention of the Mill and Elevator Field Men's Ass'n of the Mutual Fire Ins. Companies will be held at the Hotel Sherman, Chicago, Apr. 1 to 4th.

Annual Report of Ohio Grain Dealers Mutual Fire Ins. Ass'n.

The annual report of the Ohio Grain Dealers Mutual Fire Insurance Ass'n, showing the condition of Ass'n, was issued Feb. 14, by Sec'y-Treas. J. W. McCord, of Columbus, O. The report covers the year of 1923 up to Dec. 31.

The year's income from all sources was \$22,246.24 which, added to the cash assets on hand at the close of 1922, made a total of \$43,798.90. The losses paid amounted to \$10,362.68. Salvage amounted to \$23.13, which made the total on the losses paid \$10,339.55. This amount was divided into 7 claims, 4 of which were for \$2,000 or over and the other 3 for less than \$100. The year's expenses equaled \$10,244.64.

Liabilities existing at the close of the year equaled \$3,450. Total net cash assets were \$19,885.08 and additional assets were estimated at \$11,000. Non-admitted assets amounted to \$800, which made the Ass'n's total net assets and surplus \$31,685.08, an increase of \$1,413.08 over the total assets at the close of 1922.

The Ass'n closed the year with 668 policies, covering \$1,804,150, in force. The average amount per policy was about \$2,700 and the average cost of insurance to policy-holders for the year was 30 per cent of the schedule rate applying to each risk.

A Few World Famous Mills Which Use The

Humphrey Elevator

(Figures indicate number of Humphreys installed.)

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Pillsbury Flour Mills Co.,
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Chas. A. Krause, Milwaukee,
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Canadian Gov't Elev., Saska-
toon, Sask., and Port Ar-
thur, Ont. (2)

Quaker Oats Co., Chicago (6)

Corn Products Refining Co., Chi-
cago, Ill. (3)

Russell-Miller Milling Co., Min-
neapolis (13)

Kellogg Corn Flakes Co., Battle
Creek, Mich. (3)

Postum Cereal Co., Battle Creek,
Mich. (2)

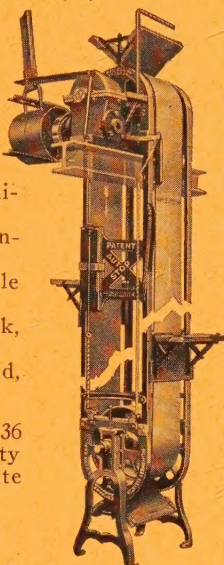
Portland Fl. Mills Co., Portland,
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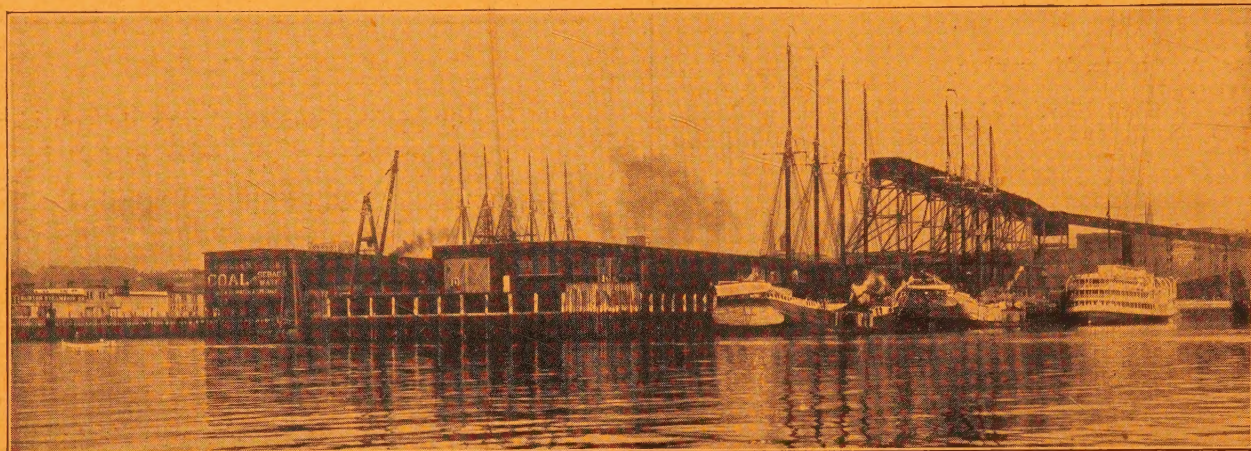
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Chicago, Illinois

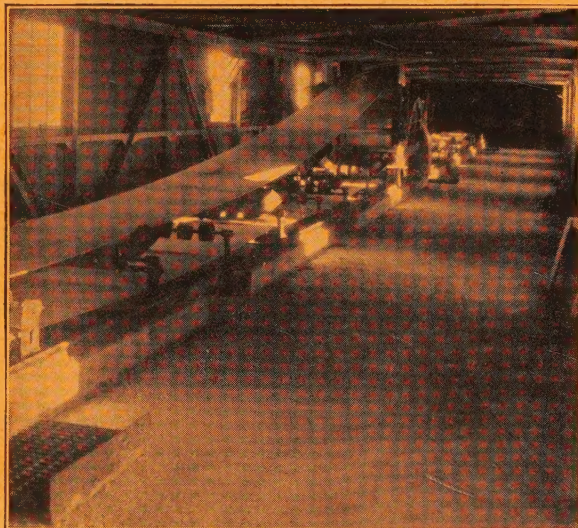


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